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in

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etc., etc., etc.

ROUND THE WORLD IN SIX MONTHS

THE TROUBLED TIMES IN CAIRO
(BY DR. J. H. SANDERS.)

I was asked to assist in a ship leaving Hongkong in the middle of February, carrying sailors and soldiers. We left Hongkong on a cold foggy morning and at the end of the day passed into fine weather. In due course we arrived at Singapore where we stayed for three days. From Singapore we went to Colombo, where I managed to get leave and proceeded by night train up to the Hill Station, 7,000 feet, to Nuwara Eliya. It was an astonishing change from the heat and stuffiness of Colombo to wake up in the morning and enjoy the crisp, fresh and cool air, like an English summer morning. We arrived at Nuwara Eliya in exactly 11 days from the time we left Hongkong. Here I had the privilege of staying at Dorney House, and spent my time playing golf on a most delightful course, through which meandered a trout stream filled with fish. I met there several top players and had an interesting time watching the processes by which tea is cultivated and prepared for the market. Next day we went down to Kandy, and spent the night there and then back to the ship. At Kandy, thanks to the generosity of the people of Colombo, a train-load of the soldiers came up and spent the day.

We sailed from Colombo for Aden, where the ship stayed three days. Although this spot bears a bad name I must say that the three days there passed all too quickly and I enjoyed every minute of my stay. (One day we took a car and drove over to see the battle-fields, where the Turks attacked the garrison and drove it back to within a mile of the town. I heard afterwards that they actually shelled the town, and, what is more remarkable, although they captured the water-supply it was never cut off. The garrison drove them back, after two days' fighting, about 25 miles, and settled down to trench warfare. The Arabs outside Aden were accustomed to supply the town with green vegetables, and when the Turks refused to buy them the Arabs were allowed to take them into the beleaguered garrison. In this way green food passed through the two lines twice each week, and on Sunday, by mutual consent, no shelling took place on either side. The trenches were well built, and a large quantity of captured material was shown to us, among which I noticed many guns made by Krupp's. A large quantity of stores of various kinds was waiting to be sorted and classified. During the three days I was in Aden rain fell on two mornings. Of course one visited the Tanks, and the club of an evening was delightful.)

Two officers who had fought in Mesopotamia assured me that the battlefields at Aden were very similar to those at Kut, and gave me a fair idea of what the surrounding country is like there. We passed through the camel corps at Aden, and gained some insight into the difficulties our troops must have encountered in the desert region around Kut.

Passing up the Red Sea we had an opportunity of seeing the magnificent battle cruiser *New Zealand*, which was conveying Admiral Jellicoe to Australia. The Admiral kindly sent our ship a message of good luck, and we wished him success on his voyage. The two officers from Mesopotamia and I arranged to visit Cairo during the passage through the Suez Canal. We arrived in the city at midnight. There was a certain amount of unrest in Cairo, but no tangible sign of it. Next morning all three of us set out to see the sights. Of course the wonderful museum attracted our attention, and we enjoyed the whole morning there inspecting the interesting curios collected, among which are the mummies of Ramses II. and Pharaoh of the Exodus. It was indeed interesting to look into the actual face of the man who saw and spoke to Moses face to face. In the evening we paid a visit to Heliopolis, with its perfect obelisk, which stands where it was erected, on the Festival of Set by Sesotris I., King of Upper and Lower Egypt. It is of red granite, stands 66 feet high, and is covered with hieroglyphics. From there we drove across the city to the Mokattam Hills, and visited the Citadel. I clambered to the top of one of the delicate minarets of the mosque of Mohammed Ali in the Citadel, and saw the sun set over the great Pyramids and the Nile, commanding a perfect panoramic view of the city of Cairo. The following day we wandered about the various mosques in the town that were not out of bounds (certain parts of Cairo were too dangerous), and in the evening drove out to see the great Pyramids. I was very much disappointed, the vandalism of Mohamed Ali in stripping the Pyramid of Cheops of its outer covering to build the mosque in the Citadel, destroying one of the oldest monuments of human industry. Nevertheless its huge bulk, covering an area of fourteen acres, impresses one. I entered the interior and the chamber of the King and Queen, where Napoleon, after the battle of the Pyramids, proclaimed his faith in Mohamed. The coffin still remains in the King's Chamber. It is difficult to realise how this passage was discovered when the Pyramid was in perfect condition. The top of the

second Pyramid still retains a portion of the original facing. The Sphinx, near by, is a marvel and as one looks at it one realises what a riddle it still is. The temple of the Sphinx is a marvel of architecture rediscovered in 1833—huge slabs of red granite so beautifully fitted that it is impossible to insert the blade of a knife between them. From Mona House hotel I saw them by moonlight and most impressive the sight was. Whilst there alone in the desert a Bedouin came and spoke to me. He told me he was the son of the sheik who had charge of the Temple of the Sphinx, and he induced me to go with him the following day 20 miles into the desert on camels to see the tombs at Sakkarah. These were really wonderful: the colours of the frescoes on the walls are as perfect to-day as when they were painted 1,000 years ago. The tombs of the Apis Bulls contain huge sarcophagi of black polished granite, each 13ft. by 11ft. and weighing 70 tons. However, they were placed there in these dark underground passages is a mystery. During the luncheon interval my guide met some Arabs, who informed him that the Bedouins further south had been firing on the railway and that the train by which I proposed to return to Cairo had stopped running, so there was nothing for it but to make speed back on a camel again.

That evening seven of us officers met at dinner in Shepherd's Hotel before returning to Alexandria. On arrival I heard that trouble had broken out and that trains had been attacked and Europeans murdered. We went to the station to catch the 11 p.m. train and were told that no trains were leaving that night. Consequently, we had to return to the hotel and wait for the early morning train. At 6 a.m. we were back at the station. It was filled with a clamorous crowd of Egyptians and we were told that the train would not leave until 9 a.m. At 9 a.m. it was further postponed till midday; at midday until 3 p.m., and then, finally, we were told it would not leave at all as the line had been cut. We were a disconsolate party, as it was most important for us to get back to our ship. After considering various methods—an armoured car, a boat on the Nile, etc.—we found that the only way of getting out of Cairo was by aeroplane. This method the captain of our ship adopted next morning as the ship was sailing that day. We were left behind. During the afternoon there was an immense demonstration of students and a large number of the educated people, as well as thousands of Arabs, with all the excitement of the Oriental. I suppose something like 30,000 persons must have passed our hotel, the procession taking nearly two hours. There were cries of "Egypt for the Egyptians" and "Vive la Liberté." Yet one wondered at the excessive amount of liberty which has been allowed them by the authorities, when perhaps, a little severe medicine would have brought the revolt to a timely close.

Next day there was nothing to be done. The railway lines had been cut and the railway stations were surrounded by troops. Two days later a message was brought to the effect that an attempt would be made to send a train to Alexandria. You can imagine our pleasure at the prospect of getting away. We went to the station at 9 a.m. and were kept there till midday, when, at a walking pace, our train started, followed by an armoured train. During the first half of the journey we passed telegraph wires cut down and stations burnt to the ground, the sites being occupied by the bell tents of our troops who were guarding the place. At Antak our train was held up and we were told that it was useless to proceed any further as the line had not been repaired. We had to spend the night at the railway station, in the train, and next morning managed by slow progress to get to Alexandria.

At midday we reported ourselves and were delighted to learn that our ship had been ordered back to Egypt in consequence of the revolt so that we were able to rejoin her. She stayed in port two days, and, when things were looking less serious, we resumed our homeward journey, starting along the north coast of Egypt, visiting the smaller stations, and eventually reaching Malta a week later. At Malta there were no signs of unrest. We stayed two days and then hurried on to Gibraltar to make up for lost time. Eventually we arrived at Plymouth four days behind our scheduled time.

England was changed from what one knew it in pre-war days. The railway trains were frightfully crowded, and one of the first things I saw was a long queue of people waiting outside a grocer's shop, showing one the difficulties of getting the necessary household requirements—difficulties those of us in Hongkong know nothing about. In London, unless one had previously made arrangements for beds, it was almost impossible to obtain accommodation at the hotels. The streets were full of people and money was evidently plentiful. The one pound note seemed only to have the purchasing value of about 5 shillings in pre-war times. One saw wounded men everywhere, and no matter where one went every consideration was shown to them. Snow fell soon after I landed, but, apart from that, the weather was ideal during the whole of my 2 months' stay in England.

Immediately on arrival I made enquiries about getting a berth back to Hongkong, and found, at the P. & O. offices that there were 800 people on the waiting-list. At the N.Y.K. office they could not promise me a passage until February next, and then they had 300 waiting in case people failed to take up their berths. It was the same story at all other offices. However, ultimately I was able to make arrangements to get away, and was summoned to Liverpool to catch my steamer about the middle of June. At Liverpool I found, in consequence of the strike, that the ship would not be sailing for a week. The huge ship, the *Baltic*, was still waiting to sail when I arrived; the passengers at the hotel having been waiting for three weeks. We left the *Baltic* still in Liverpool when we sailed. Our ship, the *Carmania*, a magnificent Cunarder, had nearly 3,000 souls on board so you can imagine the overcrowding. But each tried to make the best of things, and much was done to entertain the troops, boxing contests and sports being held each day.

We landed 3,500 men at Halifax and this gave us an opportunity of seeing the devastation wrought by the tremendous explosion a year ago. The commander on a tram-car told me he was in France on military service at the time and returned to find that the whole of his family had perished. Another man who was present when the explosion occurred said he found it impossible to discover the whereabouts of his house, his wife or his children, all having perished in the fire. At Halifax we were expecting to see the *Baltic* but she did not arrive.

We continued our voyage to New York, arriving in the evening. The lights and the magnificent night. The *Baltic* arrived two days after we got there and caused great excitement. At New York the same old rush was apparent; otherwise life seemed normally what it was when I was there in 1915. During my stay I had the opportunity of witnessing the return of President Wilson from the Peace Conference. I was much struck by the smart and workmanlike appearance of the American troops who preceded the President in the procession. Among the motor-cars that followed I noticed an old face, well-known to Hongkong residents—the late French Consul, Mons. Libert. Then followed a motley crowd of cars containing the democratic supporters of President Wilson. It was a very interesting occasion, and a sight I was glad to have witnessed.

From New York I proceeded by the Central Railway to Niagara and then on to Chicago, which struck me as a place of noise and dirt and rush. I visited the stock-yards, which are, indeed, a marvel of business organization. During the day I was there, in one firm alone 13,000 head of stock were slaughtered. On leaving Chicago we took the Santa Fe railway through Kansas to the Grand Canyon. This is one of the wonders of the world—250 miles long and in places 30 miles wide and several thousand feet deep. With the variegated colours on the rocks brought out by the brilliant sunshine, this makes a magnificent spectacle. There is a delightful hotel on the edge of the Canyon owned by the railway company. From Santa Fe we crossed the desert into California, the temperature being 115 in the shade, and then to Los Angeles. The orderliness and the number of motor-cars to be seen in this city are, I suppose, unequalled. The foliage and vegetation that we passed through made it look like a garden city, and the best beaches in the vicinity must make it an ideal residential resort. Our next stage took us to San Francisco, where I was surprised to find hardly any trace of the great earthquake and fire of 1906. The climate of this city is very good, and the town is full of interest to travellers. We stayed three or four days, and found things to occupy us the whole time until our steamer sailed to Honolulu. Honolulu, situated among the old Sandwich Islands of Britain, discovered by Captain Cook in 1778, and now belonging to the United States, is a charming spot. The traveller who can spare the time would be well advised to transfer from one steamer to another in order to stay there for a fortnight. Unfortunately we had only 24 hours wait, which we spent in a long motor drive up to the Falls, where we saw the precipice over which the army of the defeated chief was driven to its doom. The houses look delightfully cool and the golf links perfect, while the aquarium is of world-wide renown, containing some of the most extraordinary fish that it has ever been my lot to see. We spent the afternoon enjoying surf bathing. It is a form of sport unknown to us in Hongkong. By the aid of a catamaran piloted by three Hawaiians we went out about half-mile to sea and then, at a given moment, started to paddle towards the shore. Then the crest of a wave caught us and carried us along at a tremendous speed—I estimate it at least 20 miles an hour—towards the shore, the spray dashing up and smacking one in the face like hail stones. Our stay in Honolulu was far too short. I got back to Hongkong via Japan and Shanghai, just six months after leaving it, having, in the meantime, circled the globe and scarcely encountered a day of rough sea.

GERMANY'S HIDDEN SHIPS. U.S. REVELATION OF FLEET UNDER NEUTRAL FLAGS.

Even if Germany loses every ocean-going ship flying her flag she will still remain in the front rank of maritime nations, and threaten the supremacy of Great Britain and the United States, is a statement made by Mr. Henry C. Wiltbank, the writer on commercial matters, in an article in the *Kuhler*, the shipping monthly (quoted by the New York correspondent of the *Daily Mail*).

According to Mr. Wiltbank, Germany possesses a "secret mercantile marine" estimated at 300,000 tons gross, camouflaged under the flags of neutral nations, which she intends to use in the restoration of her maritime power and the resumption of her old methods of commercial penetration.

HONGKONGERS WITH BEN CAPITAL.
There is every reason to believe, says the article, that shipping and shipbuilding enterprises in many neutral countries are honeycombed with German capital, offered by German subjects or their dummy representatives, directed in the interests of German commerce.

It is this organized effort that has brought into being a "secret German trade fleet," worked under foreign flags, and has thereby injected into the shipping situation a factor against which the Allies may find it hard to contend. That Germany during the war worked with an eye to her after-war trade, as shown by the way in which she sought to extend her sphere of shipping influence by negotiating for the control of ship yards in neutral countries.

NEUTRALS WHO FAVOR U.S.
Another weapon which Germany has sought to employ in the campaign of preparation for after-war shipping conditions is the nominal transfer to neutral interests of ships built during the period of hostilities.

While it is announced in the shipping terms recently laid down to Germany that such sales will not be recognized, no intimation has been given of the attitude of the neutral countries concerned in regard to the matter.

It is becoming more evident every day that the scope of the world's commercial danger against Germany is limited to the Allies.

Switzerland, Norway, Sweden, Denmark, and Holland, in the order named, declined to meet the wishes of the Allies by agreeing to participate in the blockade against Germany in case they failed to sign the Peace Treaty. They have nothing to gain by the seizure of Germany's shipping, much to lose by breaking off commercial relations.

SOUTH AMERICAN PRIZES.
German ships in South America, states the Shipping Controller, due to be delivered under the Armistice arrangements, are to be dealt with by the British Government, and not by the United States.

It was stated in Parliament on March last, by Colonel L. Wilson, for the Ministry of Shipping, that under arrangements made by the Allies for speedily bringing into use enemy ships in neutral ports, the United States would be responsible for taking the necessary action in neutral South American ports.

"It is clearly understood," he said, "that this use of the ships is without prejudice to their ultimate disposition."

SMUGGLING AMMUNITION.

At the Magistrate's yesterday, a Chinese woman was charged with being in unlawful possession of 500 rounds of ammunition.

Inspector Kent said that a constable met the woman walking in the direction of Spring Garden Lane, carrying a box covered with a handkerchief bearing some Japanese characters. In reply to questions, the woman stated that an unknown man gave her the parcel to convey to a house in Spring Garden Lane. Inspector Kent added that, in his opinion, the woman was engaged in running ammunition for people who were not Chinese. The Japanese characters on the handkerchief referred to a Japanese restaurant in Queen's Road.

As the woman was unable to give a satisfactory explanation of how she came into possession of the ammunition, or to identify the man who gave her the parcel, Mr. Landsell fined her \$50, with the alternative of three months' hard labour. The ammunition was confiscated.

SLASHING AT A COMPANION WITH CHOPPER.

A Chinese young man has been arrested by the Police on a charge of cutting and wounding a comrade.

The couple left Singapore together, arrived in Hongkong a few days ago, and lived at the same restaurant. Yesterday morning the accused complained that he had missed \$200. His companion replied that he did not know who had stolen it, and a quarrel ensued. The accused is alleged to have picked up a chopper and slashed at his friend, who was badly wounded.

HONGKONG TRAMWAY CO., LTD.

The approximate statement of traffic receipts for the week ending September 6th is as follows:—

	Receipts for	Aggregate for 26 weeks
This Year	216,480	529,470
Last Year	15,600	482,370
Increase	200,880	48,100
Decrease		119

INTERESTING MERCANTILE CASE.

ALLEGED INFRINGEMENT OF TRADE-MARK.

At the Magistrate's, yesterday, the hearing of an interesting case was commenced, in which Messrs. H. Skott & Co. are proceeding against the Mitsui Bussan Kaisha, for that the latter, on August 15th, at Kowloon, did put in their vessel for sale on the purpose of trade 2,041 sacks of flour to which a false imitation of complainant's "Steamer" trade-mark had been applied.

The flour is valued at \$7,000 and has been seized by Messrs. H. Skott & Co. and placed in the Kowloon Locks.

Mr. C. Bulmer Johnson prosecuted, and Mr. E. Davidson appeared for the defendant.

Mr. Johnson stated that as the defendant admitted that the flour belonged to his company he proposed calling a clerk of the N.Y.K. to prove that the M.B.K. imported 2,041 bags of flour by the *Nikko Maru* on June 15th and a further 2,041 bags by the *Tamag Maru*. The second consignment was the one seized by his clients.

Mr. K. Shibasaki, freight clerk of the N.Y.K., gave evidence as to the importation of the flour and stated that the consignments were the M.B.K.

Mr. E. H. Skott stated that the "Steamer" trade-mark had been registered by his firm, and every dealer in Hongkong was familiar with it. The "Steamer" mark on the bags of flour seized by his (company) was an exact imitation of his firm's trade-mark.

Mr. Lindsell asked whether Messrs. Skott & Co. could produce an empty bag bearing their registered trade-mark.

Witness replied that his firm could not do as requested because they had not imported that brand of flour since 1912 owing to the war. They intended resuming importation now that the war was over. The summons against the defendant firm was issued on August 25th, and on the following day a representative of the M.B.K. called and asked witness if his firm had registered the trade-mark. Witness replied in the affirmative, and added that it could be seen at the Registrar's office. The representative called again on Thursday, and suggested an amicable settlement. Witness mentioned certain terms, the representative agreed, and went to consult his manager. Since then witness had not heard anything about the matter.

Cross-examined by Mr. Davidson, witness said he was not aware that the M.B.K. intended exporting the consignment complained of to Bangkok. He did not care whether the M.B.K. had a similar registered trade-mark in Australia. He had issued a circular letter through his solicitors, in June, warning people not to purchase the "Steamer" brand of flour or it would be seized. Since then the M.B.K. had not imported any flour of that particular trade-mark. Two thousand bags of flour could be put on the local market with an imitation trade-mark without anyone concerned being aware of it. It was his comrade who told him about the consignment received by the M.B.K.

Re-examined, witness said he had sold other brands of flour locally. The representative of the M.B.K. did not tell him that his firm intended exporting the flour to Bangkok.

Mr. Johnson submitted that he had proved that the defendant firm contravened the Ordinance and must be found guilty unless they showed that they had acted innocently. He reserved the right of calling further witnesses if the defendant firm contended that they had acted innocently.

Mr. Davidson objected. He had informed his friend what his defence would be, and he did not think it right for his friend to listen first to what he had to say and then bring in witnesses to disprove it. He ought to call any witness he had at once. The Magistrate had to satisfy himself fully that there was guilty knowledge before convicting. The mark complained of was the M.B.K.'s own registered mark in Australia, and since the beginning of 1913 the firm had sold large quantities of flour without being aware that they were infringing any particular trade-mark. If the trade-mark had been on the market every dealer might have known about it. It was admitted that there had been no sales on the part of complainant's firm since 1912, and it was his client's case that they were unaware of the existence of

(Continued at foot of next column.)

THE MORRISON HILL ARRESTS.

SEVERE SENTENCES ON TWO ARMED MEN.

At the Magistrate's, yesterday, three Chinese were charged, on remand, with being in unlawful possession of daggers and revolvers.

The men were arrested on Friday night on Morrison Hill, and it was alleged that they attempted to rob either No. 5 or No. 6. When the Police arrived on the scene one man tried to climb up a water spout, but was seized.

Inspector Grant intimated to the Magistrate that there was no evidence against the third defendant and he wished, therefore, to withdraw the charge against him. Second defendant was a member of a club, and in his room the Police picked up a spent bullet.

First defendant stated that he armed himself with a dagger as a means of self-defence, in case he was attacked by robbers.

The second defendant stated that he was a collector of herbs and did not know how to use a revolver.

Mr. Smith, sentenced the first and second defendants to twelve months' hard labour each, and discharged the third.

THE KOWLOON DOCK ROBBERY.

ONE OF THE ACCUSED CONVICTED.

At the Magistrate's, yesterday, the hearing of the case, was continued, in which three Chinese labourers of the Kowloon Docks stand charged with stealing 50 steel plates valued at \$5,000.

Mr. W. E. L. Shenton prosecuted. Mr. C. E. Mason, M.C., appeared for the first defendant, and Mr. J. H. Gardiner for the second.

The case for the prosecution is that the three defendants were noticed removing the plates under the direction of a Portuguese, named Soares, who has absconded from the Colony. The plates were taken in two lighters to a point on the Praya opposite the Sincere Company's premises and there unloaded and disposed of.

One of the witnesses first stated that he heard a conversation between two of the defendants, then denied it, and subsequently said that only half of what he said was correct.

Mr. Lindsell fined the man \$50 for perjury.

Mr. Gardiner's client was sentenced to six months' hard labour as an accessory to the crime, as it was through him that the coolies were engaged to load the plates into the lighters.

The case against the other two men was adjourned for another week.

A MORPHIA FIEND.

At the Magistrate's, yesterday, a Chinese was charged with being in unlawful possession of a quantity of morphia and a syringe.

The man pleaded that he did not know the regulations. He had been ill for a long time, and it was necessary that he should have an injection now and again; otherwise he would not be able to walk.

Mr. Lindsell fined defendant \$100, with the alternative of two months' hard labour.

such a trade-mark. This was a case in which civil proceedings should have been taken. If that course had been adopted, however, the proceedings would have been abortive because his client could have proved that the flour was to be exported to Bangkok and could have given an undertaking not to sell it here. Instead, the complainant firm had taken criminal proceedings against his client because it was cheaper and easier. The charge was a serious one; the fine imposed, in the event of conviction, would be heavy, and his client stood the chance of having the flour forfeited. His main defence was that the flour had been sold in Hongkong openly since 1913. These sales were continued till June of this year, when the firm heard from their comrade that Messrs. Skott objected to the sale because the trade-mark resembled their particular mark. On June 17th a cable was received from Bangkok asking for 2,000 bags of flour, and on June 18th the M.B.K. cabled to Sydney for 50 tons of flour. Sydney cabled closing the deal, and the M.B.K. cabled to Hongkong promising to send the flour. This flour was sent from Australia on June 28th, and when it arrived here was seized. It looked as if his client stood the chance of losing the contract with Bangkok.

Mr. B. Dalgo, Assistant manager of the M.B.K., bore out the statement of his solicitor.

Mr. Lindsell remanded the case till next Wednesday.

HONGKONG CRICKET LEAGUE PROSPECTS OF THE COMING SEASON.

There is every reason to anticipate that the coming Cricket League season will be a successful one, thanks not only to the fact which the Triangular tournament is bound to give to local cricket, but also to the return of those cricketers who went home to play the greater game. A meeting of the League is to be held next Wednesday to settle the preliminary details, and it is hoped that, after one or two friendly matches towards the end of next month, a start will be made with the competition in the first week of November. The League rules will have been revised by then to suit present-day conditions.

Cricket enthusiasts will learn with pleasure that the Hongkong C.C., who were unable to join the League last season, have decided to enter it on this occasion. Several of their regular players—namely T. E. Pearce, M. M. Maas, and F. J. de Rome—are away, but with Pearce and R. Hancock returning next month and the nucleus of a good eleven still available in Capt. Gray, D. E. Donnelly, E. Mitchell, F. Sutton, R. P. Thirfield, R. Kennedy, and, perhaps, R. O. Hutchison, H. E. Muriel, and H. Hancock, there is no reason why the Club should not add to their laurels.

Last year's winners, the R.G.A., will commence the season weaker in batting than last year, as their crack batsman, Bdr. Shurman, as well as Sergt. Drummond, Sergt. Graham, Gnr. Sharp, Lieut. Torr and Lieut. Sutherland, have all left for home. It is stated that the bowling (always formidable) will be strengthened by the arrival of Capt. P. Havlock-Davies. Those remaining of last season's players are Lieut. Sutherland, Sergt. Talford, Athorne and Perkins, Corp. Mann, Gunners Baines, Boverman, Green and Middleton. With the addition of one or two new arrivals among the officers, the Gunners are expected to make a good show. Shurman will be greatly missed, especially as Turley, his understudy, who finished the season well, has also left the Colony on demobilisation.

The Civil Service will start without R. E. O. Bird and E. W. Hamilton, both of whom will be missed. If, however, A. E. Wood maintains the same remarkable form that he showed last season and has similar support from B. W. Bradbury, the Club should achieve as good a position as last season. Amongst those returning from the front, the Club should be able to welcome some of their old players.

The Manchester Regiment—who finished third in the League last year, thanks to the extraordinary keenness of every man in the eleven—will not be able to enter this year's League, because they expect to be leaving the Colony shortly. Their successors, the Bedford's, will not be able to join the League unless the officials stretch a point in their favour by allowing them to start their fixtures after they have had time to settle down in the Colony.

Kowloon will start stronger this season than they finished last, owing to the return of B. T. Evans and one or two others who have been on war service. It is likely that J. V. Bragg, who played for Craignower some years ago and also for Kowloon, will turn out once again for the latter Club. He played in some regimental cricket when on war service with the American forces. C. P. James and J. H. Mead will be missed, especially the former, who was the most reliable bowler in last season's eleven. The Club has had a big addition to the membership roll recently, and it is said there are some good cricketers in the ranks of the new men.

Craignower will be weak, for the Indian members of the team—M. H. Abbas, A. el Arculli, J. De-Noria and D. Rumjahn—have transferred their allegiance to the Indian Recreation Club. Craignower will have to depend on Thompson and Basa in batting and on Lammert and Omar in bowling, and will be lucky if they do as well as last season, when, thanks to a great deal of luck, they finished fifth.

The Chinese Recreation Club will play practically the same team as did duty for them last season, with the addition, perhaps of one or two of the Chinese who played for the University. They have a crack batsman in Ng Sze Kwong, who may yet win the distinction of being the only Chinese to play in an Interport match.

The University is losing A. H. Rumjahn, one of their most consistent seepers, and R. A. Ponsonby Fane, a good all-round cricketer, especially smart behind the wickets. The team will, however,

(Continued at foot of next column.)

TWO CHILDREN KIDNAPPED FATHERS KILLED BY ROBBERS. KIDNAPPERS IMPRISONED.

At the Magistrate's, yesterday, two men and three women were charged with kidnapping two children from a village in the neighbourhood of Canton.

The facts, as related by the various witnesses, were that about a month ago armed robbers attacked the village. Some houses were burnt down and the fathers of the kidnapped children were shot dead. The two children, who lived in the same house, were kidnapped and brought to Hongkong. Information was given to the local Police, and the five defendants were arrested near Bowington Canal. The two men, however, were not identified as belonging to the gang which pillaged the village.

The two men stated that they were strangers to Hongkong. The third defendant claimed to be the mother of the two children and asked them to sell the little ones, so they were brought to Hongkong. At this stage Inspector Watt withdrew the charge against the fourth and fifth defendants (two women) owing to insufficient evidence.

Mr. Smith sentenced the first three defendants to twelve months' hard labour each, and discharged the fourth and fifth.

CONFLICTING STATEMENTS.

At the Magistrate's, yesterday, a Chinese was charged with snatching a purse containing \$20.

Inspector Macdonald told the Magistrate that complainant had given him two versions of the incident. The first was that while he was walking along Des Vaux Road West a man snatched his purse, and, when passing it on to a second person, who disappeared. On the way to the Police-station the thief promised to return the money if allowed to go free, and complainant agreed to this. The couple went to First Street, where defendant met them and asked the complainant to let the man off. Complainant did so, and defendant promised to restore the money, but failed. Complainant, therefore, took defendant to the Police-station. "This morning," however, the Inspector added, "complainant told me that defendant was the man who snatched the purse and that he brought him to the Station. The Police have their doubts as to the complainant's veracity."

Mr. Lindsell, after hearing evidence, discharged the defendant.

have the assistance of K. Braysbay, who is their best bowler and a very fine batsman. With Marley, Redmond, Wright and Braysbay as a nucleus, the University should do well, especially if, as is confidently expected, the eleven new additions to the staff includes a few old Public School cricketers. N. Treadwell Markintosh, the new Registrar, played a good deal of cricket in Egypt, but as he got a bullet through his knee it is not likely he will turn out.

The Royal Engineers have lost several of their last year's team, and it is doubtful whether Lt.-Col. Colas, their enthusiastic captain, will be able to do anything with the material at his command. It is rumoured that some of the new officers have played a good deal of cricket. If Major H. M. Edwards has not joined the ranks of the "have-beens" he should be very useful to the side.

The Royal Navy are in a bad way, and it will be very sportsman-like if Pay-Lieut. Robinson, who has been in charge of the cricket team, decides to carry on. Of last season's eleven only Pay-Lieut. Holborn, Mr. Coomes and Pay-Lieut. Robinson are available. Whether H.M.S. *Hawkins*, which is on the way to Hongkong, will bring any cricketers, remains to be seen. Unless she does, it is difficult to see how the Navy is going to raise a League team.

The Indian Recreation Club are making their first appearance in the League this year, and should do well, for they have many experienced cricketers in their ranks, while their younger members are full of promise. With A. H. Rumjahn, A. A. Rumjahn, M. H. Abbas, D. Rumjahn, A. el Arculli, G. C. Earle, S. A. Ismail, and S. D. Ismail always available, the I.R.C. can be depended upon to give most of the teams in the League a very good game.

The Police have sufficient talent in their ranks to play in the League, now that the absentees have returned from the war bringing with them new recruits. They have ordered a big consignment of materials from home, and, if there is a possibility of these being received some time next month, will enter an eleven.

LANE, CRAWFORD & CO.

SOLE AGENTS FOR SPALDING'S ATHLETIC GOODS.

SHILLCOCK'S FOOTBALLS

SPECIAL NOTICE
to
CLUB SECRETARIES

GUINN & MOORE'S BATS

THE OPENING SEASON

FOR FOOTBALL, CRICKET & HOCKEY

IS QUICKLY APPROACHING.

WE TAKE THIS OPPORTUNITY OF STATING

THAT WE HAVE AN EXCELLENT

SELECTION OF THE NECESSARY

REQUISITES FOR THESE GAMES

MANUFACTURED BY

WELL-KNOWN BRITISH MAKERS.

SPECIAL TERMS TO CLUBS, COLLEGES
AND
SERVICE TEAMS.

IF YOU ARE A HAMMOND USER

you need not buy a new typewriter when the type gets worn; new sets of type are inexpensive, and can be put on in 30 seconds.

Two sets of type are provided with each machine, others to any quantity may be purchased separately.

Simply by turning a wheel, you may change from English to Russian, from Gothic type to Copperplate, or a whole variety of others. There are over 300 varieties of type produced for use on the Hammond typewriter. All or any may be used by any one machine.

This is but one of the many unique features of the HAMMOND TYPEWRITER let us demonstrate to you its further advantages.

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(Sole Agents: Hongkong).

11003

UNIVERSAL IMPORT & EXPORT CO., GENERAL COMMISSION AGENTS.

(Hotel Mansions, Top Floor).

P.O. BOX 348.

"VIROTYPE" TYPEWRITERS.

IDEAL for travellers, a machine that you can always have in your pocket.

Given away at \$18 and \$25 each.

Now exhibited at "THE VICTORIA PRINTING PRESS."

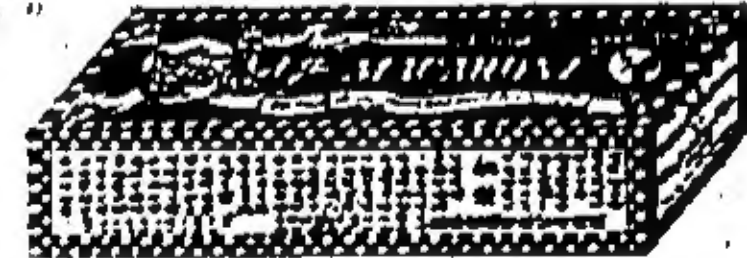
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UNIVERSAL IMPORT & EXPORT CO.

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Head Office: Nos. 47 & 49, Connaught Road Central, Hongkong. Tel. Nos. 1238 & 2230.

Our Macaroni, Paste Stars, Egg-noodles, Vermicelli, or other kinds of our Soup stuffs, makes a dainty dish to the table. Sold at very reasonable prices.



Large quantities have been exported to various important cities in the World. Terms moderate, especially for Agencies. Orders executed promptly. Inspection and Enquiries are cordially solicited.

Powell Ltd.

TELEPHONE 346

Just received a shipment of

HIGH-CLASS

WALKING STICKS

AND UMBRELLAS

with and without

STERLING SILVER MOUNTS.

There are many exclusive novelties and designs, these we shall be pleased to show if you will call.

ASH, CHESTNUT, BAYAN, CHERRY, BAMBOO, REED & IMITATION MALACCA and a large selection of Fancy Woods.

SEE WINDOW.

NEW ADVERTISEMENTS.

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S.S. "BENRINNO"
 FROM MIDDLESBRO, LONDON
 AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and Goods remaining undelivered after Sept. 15th, will be subject to rent.
 All Claims against the Steamer must be presented to the Underwriter on or before Sept. 23rd, or they will not be recognised.
 All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Sept. 15th, at 10 A.M.
 No Fire Insurance will be effected.
 Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.
 Hongkong, September 8th, 1919. [1235]

NOTICE TO CONSIGNEES.
S.S. "VENEZUELA" VOY 13-OUT.
 FROM SAN FRANCISCO, HONOLULU
 JAPAN PORTS, SHANGHAI AND
 MANILA.

THE above-mentioned vessel having arrived from the above-mentioned ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk.
 Consignees of Cargo are hereby notified that they must produce an Import Permit, signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.
 All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Sept. 8th, at 10 A.M., and Sept. 11th, at 10 A.M.
 All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be received.
 No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after Sept. 11th, will be subject to rent.
 No Fire Insurance whatever will be effected.
 Consignees are requested to send in their Bills of Lading for countersignature immediately.
PACIFIC MAIL STEAMSHIP COMPANY,
 Agents, Alexandra Buildings,
 Hongkong, September 4th, 1919. [1210]

NOTICE TO CONSIGNEES.
S.S. "WEST KASSON" VOY. 1-OUT.
 FROM SAN FRANCISCO, KORE
 AND SHANGHAI.

THE above-mentioned vessel having arrived from the above-mentioned ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk.
 Consignees of Cargo are hereby notified that they must produce an Import Permit, signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.
 All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Sept. 11th, at 10 A.M., and Sept. 12th, at 10 A.M.
 All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be received.
 No Claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after Sept. 12th, will be subject to rent.
 No Fire Insurance whatever will be effected.
 Consignees are requested to send in their Bills of Lading for countersignature immediately.
PACIFIC MAIL STEAMSHIP COMPANY,
 As Operators, U.S. SHIPPING BOARD,
 Hongkong, September 6th, 1919. [1222]

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.
FROM KOBE.

THE Steamer "NAMSANG" having arrived from the above ports Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the Wharves delivery may be obtained.
 Goods not cleared by Sept. 13th, will be subject to rent.
 All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.
 No Fire Insurance will be effected by us on any case whatever.
 Bills of Lading will be countersigned by JARDINE, MATHESON & CO. LTD., General Managers.
 Hongkong, September 8th, 1919. [1223]

WAI KEE

FLAG AND SAILMAKER.
 No. 132, Des Vaux Road Central,
 Top Floor,
HONGKONG.
 Telephone No. 1632.

INTIMATIONS

MUSIC LESSONS.
PROF. DANENBERG will Resume his Piano Lessons this month. 12:9

QUEEN'S COLLEGE, HONGKONG.

WINTER TERM and School Year commences MONDAY, September 15th.
 Candidates for Admission should attend in the College Hall on SATURDAY, September 13th, at 9 A.M.
 Copies of Prospectus may be obtained upon application to—
THE HEADMASTER
 [1235]

NOTICE.
 THE s.s. "GRANUSHA," which sailed from Sydney on 18th August, 1919, for Hongkong via ports, having grounded at Cairns, consignees of Cargo by her are hereby notified that they will be required to sign an Average Bond and pay a deposit of 5% on c.i.f. and a value before delivery of their cargo can be granted.
BUTTERFIELD & SWIRE
 Agents,
 Australian Oriental Line,
 Hongkong, September 6th, 1919. [1218]

NOTICE.
 I, the undersigned of No. 81, Wing Lok Street, Victoria, in the Colony of Hongkong hereby give notice that in consequence of an agreement with the Vendor, I have applied to the Board of Trade, under section 47 of the Merchant Shipping Act, 1894, in respect of the ship "APUEY" of London, official number 105724 of gross tonnage 579 tons, register tonnage 177 tons, heretofore owned by The Indo-China Steam Navigation Co., Ltd., for a mission to change her name to s.s. "APUEY" and to have her registered in the new name at the Port of Hongkong as owned by THE LAY HING STEAMSHIP COMPANY, LIMITED.
 Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement. Date at Hongkong this 4th day of Sept. 1919.
LI KOON CHUN,
 Managing Director
 OF LAY HING S.S. CO., LTD.
 [1206]

NOTICE.
 (1) On and after Monday, September 8th, 1919, the issue of permits to leave the Colony will be discontinued.
 (2) British subjects wishing to leave Hongkong must have in their possession a passport which has been issued within the last two years.
 (3) Foreign subjects wishing to leave Hongkong must have in their possession a valid passport issued by their respective diplomatic or Consular Officers.
 (4) Persons arriving in, and leaving Hongkong by the same steamer, will have their passports examined on board, both on arrival and departure.
 (5) Persons embarking from Hongkong will have their passports examined on departure. To prevent delay in sailing, steamship Companies should satisfy themselves that intending passengers have the necessary passports in their possession.
 (6) Members of ships' crews are permitted to sign without obtaining a permit from the Captain Superintendent of Police.
 All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1916.
 Forms of Registration, giving the particulars required, may be obtained at the G.P.O. and at all Police Stations.
 The penalty for non-compliance is a fine not exceeding \$50.
 40

A. G. DA ROCHA.
AUCTIONEER, SURVEYOR AND GENERAL BROKER.
 Queen's Road Central, Telephone No. 2932.

FAVOURED with instructions from The Concerned, will sell by Public Auction, on THURSDAY, September 11th, 1919, at 2:15 P.M., at his Sales Rooms.
HOUSEHOLD FURNITURE AND EFFECTS:
 Ward-robes, Desks, Chairs, Chest of Drawers, Dressing Tables, Bookcases, Arm-chairs, Curios, Clocks, and Glassware, Brass Ornaments, Vases, Pictures, Ice Boxes, Bedsteads, Clocks, Typewriters, Overmantels, Sideboards, Napkins, Tablecloths, Hat stands and a long line of Sundries.
 Also
 Terms—Cash on Delivery.
 Hongkong, September 6th, 1919. 248

PALACE HOTEL, KOWLOON.
 Corner of Haiphong & Hankow Roads.
 Tel. 211.

TWO Minutes from Ferry and Railway station. This Hotel has just been completely renovated and refurnished, is now up-to-date in every respect and under English Management.
 Cuisine under personal supervision of the Proprietor.
BAR AND BILLIARD ROOMS.
TERMS MODERATE.
 Special Arrangement for Families on Application to—
J. H. O'BERRY,
 Proprietor.
 910

INTIMATIONS

NATIONAL BONDS OF THE
3RD, 4TH AND 5TH YEARS OF
THE REPUBLIC OF CHINA.

NOTICE IS HEREBY GIVEN that Repayment of Drawn Bonds and payment of interest Coupons will henceforth be made in Hongkong Notes, at Current Rates, for the equivalent of the face value of said Bonds and Coupons.
 For the **BANK OF CHINA,**
TSUYEE PEI,
 Manager.
 Hongkong, September 1st, 1919. [1192]

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED, will be held at the Bankers' Chambers on the 24th day of September, 1919, at Noon, for the purpose of considering and, if thought fit, approving the draft new Articles which will be submitted to the meeting. A copy of such Articles and a copy of the existing Articles may be seen at the Office of the General Manager in Alexandra Buildings. In such copy the portions of the proposed New Articles which differ from the Old Articles are indicated by underlining in red ink.
 Should the meeting approve of such Articles with or without modification the subjoined extraordinary resolution will be proposed:
 "That the New Articles already approved by this meeting and for the purpose of 'id' notification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."
 Should the resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a second Extraordinary General Meeting which will be subsequently convened.
 Dated the 5th day of September, 1919, Hongkong.
 By Order of the Board,
G. RAPP,
 Secretary.
 [1217]

OFFICES WANTED.
WANTED by a leading British Insurance Company a suite of Offices on or before the 31st October next, in the Central District of Hongkong.
 Reply—
 Box 1221,
 Care of "Daily Press" Office.
 [1221]

FOR SALE.
RACING yacht "R. LLA" of the Handicap Class. Winner of Commodore's Cup last year and second in Championship.
 Apply to—
P. C. POTTS,
 11, Queen's Road Central,
 Hongkong, September 4th, 1919. [1209]

FOR SALE.
FIVE-ROOMED HOUSE at the PEAK.
 Apply to—
MESSES. HASTINGS & HASTINGS,
 Solicitors,
 No. 8, Des Vaux Road Central.
 [1229]

TO LET.
VERY Nice Furnished Apartments with board, in Upper Levels.
 Apply—
 Care of "Daily Press" Office.
 [1206]

TO LET.
PART of Ground Floor.
 10, Des Vaux Road Central.
 Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
 [1109]

TO LET.
NO. 102, THE PEAK, 6-ROOMED HOUSE at the Peak.
 Apply to—
PERRY SMITH SETH & FLEMING
 [1222]

FRENCH LESSONS.
G. MOUSSEIX.
 18, MORRISON HILL ROAD.
 [121]

ON SALE.
HONGKONG HARBOR REPORTS of the MEETING of the LEGISLATIVE COUNCIL for the Session 1918.
 Revised by THE MEMBERS.
 PRICE — — — — — \$5
DAILY PRESS OFFICE.

INTIMATION

DEWAR'S
WHITE
LABEL
FINEST SCOTCH
WHISKY
OF
GREAT AGE.

SOLE AGENTS:
A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS,
 Tel. 618

BIRTH.
JOHNSON—At 134, Nathan Road, Kowloon, on September 5th, to Captain and Mrs. G. T. JOHNSON (2nd Punjab), a son.
 [1233]

MARRIAGE.
HONES—BOUILLON. At Holy Trinity Cathedral, Shanghai, on August 30th, before the Rev. C. J. K. Synod, FRANK WILLIAM HONES, of London, to ALICE EMILY BOUILLON, of London.

DEATH.
JOHNSON—At Kowloon, on September 5th, the infant son of Capt. and Mrs. G. T. JOHNSON.
 [1234]

HONGKONG OFFICE: 10, Des Vaux Road, C.
LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.
HONGKONG, SEPTEMBER 10TH, 1919

TIRPITZ THE TERRIBLE.

If Admiral von TIRPITZ may be regarded as typical of his race, the feeling of the Germans is not one of repentance for the unscrupulous methods which they employed in waging war but rather of regret that those methods were not applied with full ferocity at the outset. In his recently published memoirs, the ex-German Minister of Marine complains that he was not allowed to give full rein to his policy of ruthlessness. He reproaches the German Staff with under-estimating the British Army, and the Imperial Chancellor, Dr. von BETHMANN-HOLLWEG with showing too much tenderness to Great Britain, even in the actual war operations, under the mistaken belief that her participation in the conflict was "only a passing thunderstorm" and that an understanding could be effected. It is true that BETHMANN-HOLLWEG showed, by his angry outburst when his attempt to seduce Great Britain from the path of duty came to naught, that he was very anxious to keep us out of the arena, but neither this nor any of his subsequent actions encourages the belief that "he failed to realise that England having entered the war was deliberately bent on winning it." Certainly it would be difficult to point to any evidence of a desire "to handle England gently." On the contrary, the treatment of such of our troops as fell into the hands of the enemy appears to

have been worse, if anything, than that meted out to prisoners taken from the other Allies. Nor can it be said that Germany showed any restraint from first to last, in dealing with our Navy on mercantile marine. Mines were strewn broadcast on the open seas, and if indiscriminate submarine warfare was not practised at the beginning of hostilities it was merely because Germany was not in a sufficiently desperate plight to contemplate the international complications which that policy involved. Ultimately it offered the only prospect of saving off a defeat which was admitted to be inevitable if the war were allowed to run its course under the established rules of warfare amongst civilised nations, and its adoption brought the United States and other Powers into the struggle on the side of the Allies. When Admiral von TIRPITZ maintains that "unrestricted submarine warfare should have been prosecuted ruthlessly to the end" we confess that we are completely at a loss to understand his meaning, for the only check upon Germany's piratical performances was that imposed by the improved methods employed in frustrating them and the final refusal of the German crews to face the ever-increasing dangers. Equally unconvincing is the assertion that if the Battle of Jutland had been fought to a finish it would have put a different face on the history of the world. The fact is that this great naval battle was a tactical success for the Germans in its opening phases, for they struck Admiral BEATTY's battle-cruiser squadron a severe blow, but they were forced to withdraw very hurriedly to the shelter of their land forts and their mine-strewn waters in order to avoid complete destruction by Admiral JELlicoe's Fleet. They knew that it was the British Fleet's practice periodically to carry out "sweeps" in the North Sea as far as the Danish coast and they laid their plans carefully, selecting a time for attack which hardly allowed of a decisive battle being fought. The atmospheric conditions, too, deprived the British of the advantage they possessed in their heavy guns. Nevertheless, the German Fleet was so badly crippled that it was not in a condition to venture out again next day when a squadron of older British ships appeared off the German coast and remained there for some hours. Had the High Seas Fleet been risked, as TIRPITZ urged, in order to seize the Channel Ports there would not have been anything left to surrender at the Armistice or to scuttle afterwards. BETHMANN-HOLLWEG and his advisers, Herr BAILIN, showed great discretion in this matter, for so long as the German Navy remained in existence, even though sheltering in the Kiel Canal, it was a menace which the British could not afford to ignore. There is no doubt that the alternative scheme of holding up the traffic in the English Channel and subjecting London, like Paris, to a long-range bombardment from Cape Grisez would have been put in operation if circumstances had permitted. The Kaiser's attempt to distract attention from his failure to reach Paris in 1914 was thwarted. Even had it succeeded it would not have deflected Great Britain from her purpose, as was clearly shown in the summer of last year, when the possibility had to be faced that the enemy would drive a wedge between the British and French armies and compel our troops to evacuate the north of France. If the counsel of TIRPITZ had been followed the war might have been shortened, but the result would have been the same and the penalty might have been even more severe.

To-morrow is the First New Year Day.
 A Chinese has been arrested in connection with the armed robbery in a Chinese restaurant at Des Vaux Road.
 A sign-board in Des Vaux Road reads "Dear China, Doctor." Whether this is meant as a term of endearment or as an indication of the Doctor's charges we cannot say.
 An armed robbery was committed on a rice junk, lying off Miro Bay, on Sunday at noon. Six men, with revolvers and rifles, raided the junk, bound up the crew, and stole a quantity of rice valued at \$48.00.
 Ten men are believed to have participated in an armed robbery at Tai-po on Monday night. They are stated to have been armed with revolvers and choppers. The details of the outrage, however, have not yet been received at the Central Police-station.

The book of photographs to be sent Home to Lady May from some of her friends who are still in the Colony is now completed and on view at the Helena May Institute. It will remain there until Saturday, September 20th, and all are cordially invited to go and see it.
 The following cases of communicable disease were reported in the Colony during the week which ended on Saturday: Gastro-enteritis, 112 (83 deaths); enteric fever, 9 (3 deaths); and cholera, 6 (3 deaths). Fifteen cases (9 deaths) of gastro-enteritis and one case of enteric fever were notified on Sunday and Monday.
 The Macao official Bulletin announces the appointment, by H.E. the Governor, Senhor Correia da Silva, of Senhor Pedro Leong Hingkee and Senhor Agostinho Leong Hingkee, of Messrs. Leong Hingkee & Co., as members of the Governing Council of Macao. The appointment will be much appreciated by the Chinese merchants of that Colony.

TYPHOON WARNING.
 The following telegram has been received by the American Consulate-General, Hongkong, from the Manila Observatory:
 September 8th, 6:10 p.m.
 Typhoon S.W. of Guam, moving W. or W.N.W.
CLAIMS FOR WAGES.
MR. M. S. SASSOON SUMMONED.
 At the Magistrate's yesterday, a Chinese summoned Mr. M. S. Sassoon for refusing to pay \$11 wages alleged to be due.
 Mr. D. V. Stevenson, appearing for Mr. Sassoon, stated that his client was willing to pay \$6, which was all that was due to complainant. The man had been in Mr. Sassoon's employment for a number of years and had been dismissed for repeated insolence and for continual absence from duty. His wages were \$11 a month, and on August 1st Mr. Sassoon gave him an additional \$5 as rice money. A few days later the man asked for an advance of \$5, and this, too, was given him.
 Complainant said he was willing to take the \$6.
 Mr. Lindell made an order for the payment of that sum.

NO MONEY TO PAY WAGES.
 A Chinese summoned another for refusing to pay \$25, wages due for the month of August.
 Defendant admitted the claim, but pleaded that business was so bad that he found it difficult to support his family.
 Mr. Lindell: How do expect a man to work without wages?
 Defendant: I told him to find a man willing to buy my business and I would then pay him his wages.
 Mr. Lindell: That is not the man's business. I will make an order for you to pay by monthly instalments of \$5.

CANTON NEWS.
 September 10th.
THE TRAMWAY CONSTRUCTION.
 The contractors of the tramway construction have selected a site for their offices and works opposite to the Canton-Kowloon Railway-station and intend to erect a very large building upon it. Tram-cars similar to those in Hongkong are to be used inside the city and railless motor-cars are to be used outside the city. The necessary surveys are in progress.
CEMENT WORKS STRIKE.
 In consequence of the non-payment of their wages for six months, the employees of the Cement Works have been on strike since yesterday. The staff has joined them, and the work is entirely suspended. Four engineers lost in a gale.
 It is reported that in addition to the gunboat Kwung Yuen, which was sunk during a gale off the Kowloon coast, two other gunboats, the Kwong Lee and Kwong Kung, are reported to have been lost off the Luichow coast the same day. The gunboat Kwong Kung was blown ashore, so altogether four gunboats were lost owing to the violence of the gale.
GENERAL LUK'S MOVEMENTS.
 A message states that General Luk Wing-ting, after leaving his native village (Mo-ming) to visit the Civil Governor of Kwangsi, in Nanning, has gone to Lungchow to inspect the troops recently recruited, and the new barracks which he has ordered to be built. It is stated that General Luk seems to have changed his attitude in regard to the peace proposals with the Peking Government, on learning that his terms are not yet accepted. Luk is in consultation with many representatives sent by the Northern leaders in Hunan over questions of great importance.
MILITARY MOVEMENTS.
 Since the reports relating to the threatened change of the Tientsin have been circulated, disquieting military movements have taken place. The troops of the First Division are holding joint parades, and other forces are to be seen undergoing musketry training on the outskirts of the city.
 More than 500 new troops arrived from Kwangsi yesterday, and they are to be incorporated in the 1st Army of Kwangsi troops.

AUSTRIAN TREATY TO BE SIGNED TO-DAY.

BUDAPEST ON THE VERGE OF FAMINE.

GERMAN DELEGATES FOR WASHINGTON LABOUR CONFERENCE.

TRADE UNION CONGRESS AT GLASGOW.

"MOST MOMENTOUS WEEK IN THE HISTORY OF ORGANISED LABOUR."

LT.-COL. WARD ON ADMIRAL KOLTCHAK.

LATEST CABLES.

THROUGH REUTER'S AGENCY.

BRITISH LABOUR SCOTTISH ENGINEERS MAY AMALGAMATE

LONDON, September 8th.

A meeting of 4,000 engineers at Glasgow, to-day, discussed a scheme for amalgamating 14 engineering Trades Unions, with a membership of 300,000, and funds amounting to approximately £3,500,000. It was decided to take an immediate ballot on the question.

TRADE UNION CONGRESS AT GLASGOW.

LONDON, September 8th.

Much interest is evinced in the Trades Union Congress opening at Glasgow to-day.

The two chief subjects for discussion are nationalisation and the fighting in Russia, on both of which "direct action" has been temporarily suspended.

There were demonstrations at Glasgow last evening under the auspices of the Triple Alliance and the Independent Labourites, at which the speakers dwelt on the coming bitter fight between the workers and the capitalists.

Mr. J. R. Clynes, speaking at Carlisle, said that this was the most momentous week in the history of organised labour. He warned Labour that by threatening the wrong method to attain their ends they risked alienating the public.

COL. JOHN WARD REACHES HOME.

There is much speculation whether Colonel John Ward, who has just returned from Russia, will attend the Congress. Interviewed in London yesterday, he emphatically denied that Admiral Koltchak, whom he knew well, was a reactionary. Koltchak was a great student of English laws and customs and was a constitutionalist thoroughly imbued with the English ideas of Government.

DEVASTATED FRANCE. HOW AMERICAN FINANCIERS CAN HELP.

PARIS, September 8th.

A Havas message says:—

French newspapers suggest that American should contribute aid to the merchants and inhabitants in the devastated regions by arranging long term credits for the material, both raw and manufactured, of which France stands in need.

Otherwise, the French and Belgians will be compelled to turn to Germany, where 100 marks is equal to 25 francs.

ENCOURAGEMENT OF TOURING PARTIES.

Among the questions considered by the Councils Generaux of the devastated regions which met recently in Paris, the most important was the encouragement of touring parties in the war zone.

A credit of 30,000,000 francs should be provided for the purpose, including the cost of setting apart of certain famous places as historic monuments.

Another question considered by the Council was the levy of a sojourn tax.

INTERNATIONAL LABOUR. GERMAN DELEGATES FOR THE WASHINGTON CONFERENCE.

PARIS, September 8th.

A Havas message says:—

Following on the appeal of the Executive Committee appointed to give general consideration to labour questions, M. Clemenceau has prevailed upon the Inter-Allied Supreme Council to invite Germany and her Allies to send delegates to the International Labour Conference at Washington.

CONSOLIDATING PEACE. TREATY DISCUSSED IN FRENCH CHAMBER OF DEPUTIES.

PARIS, September 8th.

A Havas message says:—

M. Barthou, in the Chamber of Deputies, concluded a critical speech on the Treaty of Peace by recommending its ratification to Parliament, and pleading attenuating circumstances.

M. Franklin Bouillon delivered a violent speech rendering M. Clemenceau personally responsible for the shortcomings in the Treaty.

Governmental newspapers state that M. Tardieu and M. Barthou's speeches demonstrate that the Treaty is by no means so bad as described by the Extreme Left and Extreme Right.

HUNGARY.

RUMANIANS TO WITHDRAW THEIR TROOPS.

PARIS, September 8th.

A Havas message says:—

It is rumoured in Paris that the Rumanians are on the point of withdrawing their troops from Budapest. The real reason for this rumour is the reopening of railway traffic between Hungary and Rumania via Szolnok.

BUDAPEST ON THE VERGE OF FAMINE.

BUDAPEST, September 8th.

The city is on the verge of famine. There is only 12 days' supply of fats, 11 days' supply of flour and corn, 2 days' of meat, 4 days' of coal, and practically no milk. The mortality among infants is 50 per cent.

The Municipal store-houses are empty; not a single egg is to be found in them, compared with 12,000,000 normally.

Only 600 tons of provisions are arriving daily, instead of the customary 3,000 tons. Vegetables are the chief dietary. Dogs have been eaten recently.

THE "AGENT OF THE HAPSBURGS."

VIENNA, September 7th.

The Labour organ Arbeiter Zeitung appeals to the Entente to finish the Friedrich regime in Budapest.

It adds: "If the Entente desires to see a peaceful democratic regime established in Hungary, this agent of the Hapsburgs must not be allowed to rule the country under the protection of the Rumanians."

It says that nobody can expect the Hungarian democracy to recognise a National Assembly elected under the intimidation of Friedrich's creatures.

GERMANY BREAKS TREATY TERMS.

PARIS, September 8th.

A Havas message says:—

The German papers state that the Government will respond to the Allied ultimatum by stating that the change can only be made with the consent of the National Assembly. The time limit of the Entente is insufficient.

KOREAN INDEPENDENCE. ONLY WAY OF RECONCILING KOREA AND JAPAN.

PARIS, September 8th.

A Havas message says:—

Korean circles in Paris state that so long as Japan tries to force her rule upon Korea there will be strife. The only manner of reconciling the two countries is by giving the Koreans independence, with the establishment of amicable relations with Japan.

A NOVEL WAR SOUVENIR. TRAIN TO BE PRESENTED TO AMERICA.

PARIS, September 8th.

A Havas message says:—

The French Government is seriously considering the suggestion that the special train put at the disposal of General Pershing early in 1918, and used by him at mobile Headquarters, should be presented to the American Government as a souvenir of American participation in the war.

THE PASSPORT SYSTEM. ITALIAN REQUEST FOR ITS ABOLITION.

PARIS, September 8th.

A Havas message says:—

The Italian Government has approached the Allies with the request that they will abolish the passport system for Allied subjects as soon as peace is ratified.

DISASTROUS FIRE IN ROTTERDAM. DAMAGE ESTIMATED AT 2,500,000 GUILDERS.

ROTTERDAM, September 8th.

A fire which occurred to-day, in a cotton warehouse, spread to the docks, causing damage amounting to 2,500,000 guilders.

THE SYRIAN SITUATION. FRANCE TO GET THE MANDATE.

PARIS, September 8th.

General Sir Edmund Allenby has arrived here to-day.

The French newspapers declare that the situation in regard to Syria is easier. They mention the report that General Allenby is going to England to advise that France should get the mandate for Syria.

PEACE WITH BULGARIA. TREATY TO BE PRESENTED IMMEDIATELY.

PARIS, September 7th.

The Bulgarian Treaty has been completed. It will be presented to the Bulgarians immediately.

FIGHTING BOLSHEVISM. BOLSHEVIK HORRORS AT ODESSA.

ODESSA, September 8th.

General Smirnov, of Port Arthur fame, was among the rescued hostages.

The majority of the Bolsheviks' victims were shot in the courtyard of their headquarters.

In the garage of the headquarters and in the labyrinth of cellars beneath, the walls were pitted with bullet marks and the floor was bespattered with bloodstains and portions of brains.

Hundreds of empty vodka bottles were found in one cellar, showing that the executioners were doped before their work. In one open cellar, 20 feet deep, overlooked by a window from where the Bolsheviks fired their rifles, was a packed mass of humanity.

The executioners arrested included several girls in their teens. The shooting was carried out regularly at eleven o'clock every night. The number of victims is estimated at between 2,000 and 3,000.

NO HOPE OF RETAKING ODESSA.

ODESSA, September 7th.

With the loss of Kieff, the Bolsheviks must have abandoned any hope of retaking Odessa. Indeed, they will have their work cut out to escape the meshes of the huge encircling movement.

General Denikin's men are showing the utmost tolerance to the Jews.

AN ARMISTICE WITH THE LITHUANIANS.

STOCKHOLM, September 4th.

It is reported that the Bolsheviks have proposed an armistice with the Lithuanians with the object of beginning peace negotiations.

CHOLERA EPIDEMIC IN PETROGRAD.

STOCKHOLM, September 8th.

Two hundred and fifty deaths from cholera are occurring at Petrograd daily.

HUGE FIRE ON MATMAKI ISLAND.

ARCHANGEL, September 8th.

A huge fire on Matmaki Island was extinguished only after it had destroyed several timber sawmills. The damage is at least 60,000,000 roubles. Fuel play is suspected. The bulk of the loss falls on British companies.

Preparations for the withdrawal of the British are proceeding very swiftly, well covered by tanks and naval guns.

EARLIER CABLES. THE CAPTURE OF TAMBOFF.

ODESSA (undated).

The capture of Tamboff with only 20 casualties by General Kamontoff, the famous Cossack leader and master of fox-hounds, threatens to cut the Bolshevik thrust at the junction of the Cossack Volunteer Armies, which have reached Valink.

The Bolshevik concentration against General Denikin is now being driven back to Wrangel along the Volga.

General Kamontoff, organizing a division of Bolsheviks, captured Tamboff.

ANOTHER BRITISH DESTROYER SUNK.

HELSINGFORS, September 7th.

The British destroyer S19 struck a Russian mine near Helsinki. It is feared that 20 persons were drowned.

LOSS OF THE "VERULAM."

LONDON, September 7th.

The Admiralty, reporting the loss of a destroyer in the Baltic on September 7th, says that it was the Verulam and not the N19 that was sunk by striking a mine. Sixteen officers and members of the crew are missing.

THE AUSTRIAN TREATY. RUMANIA'S SIGNATURE.

PARIS, September 7th.

It is understood that the Rumanian Delegation is prepared to sign the Austrian Treaty subject to certain reservations.

YUGO-SLAVS TO SIGN.

PARIS, September 8th.

The Yugo-Slavs have decided to sign the Austrian Treaty, hoping to secure a modification of the minorities protection clause.

SEVERAL MORE SIGNATURES REQUIRED.

PARIS, September 8th.

A Havas message says:—

The Council of Five has received no official advice yet that Rumania, Serbia and Czechoslovakia will refuse to sign the Austrian Treaty. Paris circles believe that these States will sign, in spite of rumours to the contrary.

BEING SIGNED TO-DAY AT ST. GERMAIN.

PARIS, September 7th.

The Austrian Treaty will be signed on September 10th at St. Germain.

FIRST BATTLE OF THE MARNE.

PARIS, September 8th.

A Havas message says:—

All France honoured, yesterday, the heroes of the memorable first battle of the Marne. The religious services in the Meaux Cathedral were taken by the Bishop of Verdun.

Representatives of the Allied Governments, the Military and the Navy, and a number of Government officials, were present at an official luncheon in the Hotel De Ville.

Services were also held in Chantilly cemetery.

ANNIVERSARY CELEBRATIONS IN FRANCE.

MEAUX, September 7th.

The anniversary of the battle of the Marne was celebrated to-day, with solemn services and processions, on the exact spot where the German tide of invasion was stemmed.

A representative of President Poincaré made a speech, paying a tribute to the splendid doggedness of the British, who, attacking, paralysed the German manoeuvre intended to overwhelm the French.

INDIAN RAILWAY DISASTER. FOUR EUROPEANS KILLED.

SIMLA, September 7th.

A train was derailed owing to a landslide near Rawalpindi. Four Europeans and 40 Indians were killed. Three Europeans and 40 Indians were injured and taken to hospital.

DISTURBED IRELAND. OUTRAGE ON BRITISH SOLDIERS AT FERMOY.

LONDON, September 8th.

Seventeen "men of the Shropshires" in the charge of a corporal, were going to church at Fermoy yesterday morning, carrying rifles but no ammunition, when they were attacked near the church by a dozen men who jumped from motor-cars and used their revolvers and clubs.

The first volley killed a soldier and wounded three others, one dangerously.

The other soldiers were badly injured by bludgeons.

The assailants secured most of the rifles and drove off towards Waterford.

The police and military, in armoured cars and motor-lorries, scoured the country all day long. The result is unknown.

GERMANY. WELL-KNOWN NEWSPAPER SUSPENDED.

BERLIN, September 7th.

Herr Noske, the War Minister, has suspended the Deutsche Zeitung on account of an article saying that the Government had betrayed the troops.

ALLIED WAR VESSELS AT HAMBURG.

BERLIN, September 7th.

The British cruiser Olenka, the destroyer Somme and an American cruiser have arrived at Hamburg.

BRITISH GUIANA. POSSIBILITY OF INDIAN EMIGRATION.

LONDON, September 8th.

It is understood that a section of the British Guiana Colonisation Deputation will proceed to India in the autumn to discuss the possibility of a resumption of emigration, on a free basis, to British Guiana.

THE BALTIC PROVINCES. GERMANY'S NOTE TO THE ENTENTE.

BERLIN, September 7th.

A Note to the Entente regrets that the evacuation of the Baltic regions was stopped owing to the insubordination of German troops in Courland. It states that General von der Goltz was sent to Mitau solely to persuade the troops to be reasonable.

ANOTHER NEW REPUBLIC.

STOCKHOLM, September 7th.

A telegram from Helsingfors states that the German troops at Mitau, numbering 40,000, have decided to form a Republic independent of Germany. It is believed that 60,000 troops on the East Prussian frontier will join them.

THE SILVER MARKET.

LONDON, September 8th.

Silver is quoted at 60½d. spot and 60½d. forward. The market is quiet.

COST OF THE MINES. COAL-RAISING ESTIMATES.

In a written reply to Mr. Hogge, who asked the basis of the estimate of £281,500,000 as the cost of raising 100,000,000 tons of coal in the year ended July 10th, 1920, Sir Auckland Geddes states:—

The sum of £281,250,000 is made up as follows:—

Labour	£210,250,000
Timber and stores	34,500,000
Other costs	13,000,000
Royalties	6,000,000
Owners' profits	12,500,000
Compensation to owners for working under the instructions of the Controller of Coal Mines, which would not otherwise be worked	3,000,000
Cost of Coal Mines Department	1,000,000
Margin for emergencies	1,000,000
Total	£281,250,000

The first four items are based on actual costs in September, 1918. In the case of labour there has been added the cost of the Sankey award wage and of the wages of the 163,000 men who entered the mines up to April 26th, 1919, reckoned at the pre-award rate (an average of £3 per week). These items amount to £23,000,000 and £22,400,000 respectively. For the year, but it should be observed that 15,000 additional men entered the mines between April 26th and the end of June.

FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE HONGKONG CHINESE COMMERCIAL NEWS.]

PREMIER'S POST STILL VACANT.

SHANGHAI, September 9th.

The Government has decided to appoint Kan Wau-pang Premier. The On Fook Club opposes the appointment, and has asked Ngai Chi-chung, the Military Governor of Anhui Province, to come to Peking to settle "some important affair."

INTERNAL PEACE.

Tso Kwan, the Military Governor of Chihli, has persuaded Ng Pui-fu, commander of the troops in Hupei, not to oppose the appointment of Wong Yap-tung as chief peace delegate for the North. He has telegraphed to different Provinces on the same subject.

Tuan Kien-shi, the former Premier, has asked Wong Yap-tung to proceed to Shanghai and take up his appointment as chief delegate. Tuan will do everything in his power to help him.

FUNG KWOK-CHEUNG'S MOVEMENTS.

Fung Kwok-cheung, the former President, arrived at Tientsin on September 7th. A large number of his old officers met him at the station.

CHINESE QUESTION TO BE REMEDIED.

The Chinese delegates in Paris have telegraphed to the Peking Government that a certain Power which is now helping Austria, has asked the Powers to agree to remedy the Treaty with regard to the Chinese question.

ATTEMPT ON BARON SAITO'S LIFE.

SHANGHAI, September 8th.

A telegram from Seoul states that a bomb was thrown at Baron Saito, the new Governor of Korea. The Baron was unhurt.

THE KAISER'S ABDICATION. AN AUTHENTIC RECITAL.

The latest developments in Germany have now evoked what professes to be an authentic recital of what happened at the Imperial Headquarters at Spa on the critical November 8th, last year, for the correctness of which Field-Marshal von Hindenburg, General von Platen, Herr Hintze (former State Secretary), General Baron von Marschall, and General Count Schulenburg are said to vouch.

It shows that as late as November 8th, the Kaiser declared his intention of restoring order at home at the head of his army, and General Groener was ordered to prepare the necessary operations, but in the evening of the same day Groener and Hindenburg, in view of the developments in the situation, declared that the plan had no prospect of success. Schulenburg and Platen were of a different opinion at the conference on the morning of November 9th, when the Kaiser finally abandoned the idea of reconquering the homeland with the field army, but expressed his intention to "return home peacefully at the head of the troops after the conclusion of the armistice. This, too, Groener considered impracticable, because the whole revolution had turned directly against the person of the Kaiser. Schulenburg again disagreed, and the Crown Prince appeared and begged the Kaiser not to leave the army. Then the question of abdication was dropped into the midst of all this conferring.

The story describes the frantic and repeated telephoning from the Government in Berlin, recounting events there, and praying and urging abdication as the only means of saving the dynasty. Finally, just at Herr Hintze had begun to press readiness to resign as German Kaiser, but not as King of Prussia, he was interrupted by Herr Wahnshaffe, State Secretary, and asked to listen to a declaration that had been circulated by Prince Max's orders, announcing the Emperor's full abdication. "When I was informed of this, at 8.10 p.m., the Kaiser declared, 'I am, and remain, King of Prussia, and I remain with my troops.' At a subsequent conference between Hindenburg and Groener and others, it was resolved to draft a protest against abdication, and a declaration for the Kaiser's signature, which should not be published immediately, but deposited as a document in a safe place.

At a conference held at four o'clock the Kaiser protested against the Chancellor's action and maintained that he had only declared his readiness to renounce the Imperial throne. Hindenburg declared, however, that the military forces necessary to put down the revolution were not available. The Kaiser thereupon instructed Hindenburg to take over the supreme command and lead the army home. Up to the very last the Kaiser seems to have wavered as to whether to go to Holland. At 7.30 Plesson came to tell Hindenburg that the Kaiser was resolved to go to Holland, but later, in the court train, Plesson persuaded him to change his mind, and the Army Command was informed accordingly. At the end it appears that Hindenburg only learned after the event that the Kaiser had, after all, left for Holland early, on November 10th.

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ENGLAND'S GREATNESS—IN PEACE.

FATHER VAUGHAN'S TRIPLE ALLIANCE.

Preaching at Farm Street Church, on July 27th, Father Vaughan said that the Times, in two quite admirable leaders, had been reminding them that the whole world was waiting to see if the England which had been so great in war was going to be as great in peace. It was discipline, comradeship, and work that had made her great in war, and they were the constituent elements of England's greatness in peace. That was the triple alliance in which alone they could put their trust. It had beaten into the dust the "proud alliance, might, Kultur, and Frigidity." What was it going to achieve in the near future at home? They had a leader in their King, who was no worker in a seven-hour shift, but a worker for his people night and day.

In the old country families, too, they had a section of the community who were driven to work early and late in order to make £3,000 (the duty for £10,000—) for what with income and super-taxes and local rates and depreciation of money, their income had contracted to one-third what it was in pre-war days. In many instances they had less to spend than skilled workers at Birmingham, Sheffield, and Middlesbrough, and other centres of industry. The gentry of England were neither "idle" nor "rich."

Continuing, Father Vaughan said he thought his brothers, the hand-workers, might do well to turn their eyes to what was being done by these old families which, say what they pleased, had helped in no small measure to build England's greatness. They had freely given, like the wage-earners, of all they had, to keep the old flag flying. He claimed to know the hand-worker pretty intimately, and if only he were as reliable in his organised as in his individual capacity, we could wish for nothing better. They are true as steel—but unfortunately they are badly led," he continued. "It would seem that some of these leaders are bent on tearing down the old social fabric and of building up on its ruins some Babel tower doomed to collapse and bury the nation in its dust heaps." The preacher hoped that the Government, with the country at its back, would strengthen and underpin the Commonwealth, and proclaim "Hands off."

PERSONALITY IN CLOTHES. THE CULT OF INDIVIDUAL FANCY.

An eye that is steadfast amid political varieties may well view with alarm a sex that discards all fashion, asserting a resolute determination to dress according to individual style and taste. In London, we are told, many women are designing their own frocks; and a well-known magazine illustrator has established a dress-making studio in which she designs gowns that are warranted to express the individuality of the wearer and nothing else. Her success is said to be "astonishing." It may well be. There, as abroad, women have occasionally had some such idea, and the result is generally conceded to be astonishing.

It is not that the individual gown is inartistic. Usually it is as beautiful as the prevailing fashion—which is not always, however, great praise. Often it is absolutely beautiful. And yet the effect is not likely to be what one might have imagined. Is it possible that something may be said for fashion? The costume of the Greeks, which is generally held up as the most beautiful the world has known, was not merely a fashion; it was in effect a uniform. We shall never absolutely know, but we may plausibly assume that if an Athenian were advised by Polonius to make his apparel proclaim the man in him he would consider the advice no better than its restless and busybody source.

REAL TEMPERAMENT.
The art of personality—which is to say the art of living—is the greatest of all arts; and of all the materials it finds at hand the least expressive is probably clothes. A temperament that finds adequate expression in silk and satin, ribbon and jewel, is of the most limited scope, little above the Indian brave. Any one with real temperament, and any considerable repertory in expressing it, would probably prefer to make his clothes as inconspicuous as unexpressive, as possible—a mere conventional background for the play of voice and eye, gesture and the spoken word. That women allow their fashions to be changed so often and run to such extremes may possibly indicate weakness; but the fact that when a fashion is once upon them they adhere to it rigidly is a manifest virtue. Not to do so is to make themselves conspicuous on the least desirable plane.

THE CHAOTIC MASS.

In the California of 1835 Richard Henry Dana found only one white woman who wore a hat, the young bride of a Yankee skipper, who had imported the headpiece with great pride from Boston. The Spanish gentlewomen wore silver combs with a mantilla above them. No doubt that bridal hat was in the best style of 1835; but to the young sailor before the mast it seemed, in comparison with the conventional gear of the Spanish ladies, only "a chaotic mass of ribbon and straw." What better could any of the garments of modern women appear to the instinctively artistic Greek?

If the war is to eventuate in "individual" dressing, it has been fought in vain, at least sartorially. At present the best-dressed creature in the world is the male, small praise though that be. If women are to fight the way to better things, as we all hope and pray, it will not be by a mad wagging of individual fancies but by a sober reversion toward the simplicity and severity of their war-work days, in which they were uniformly adorable.

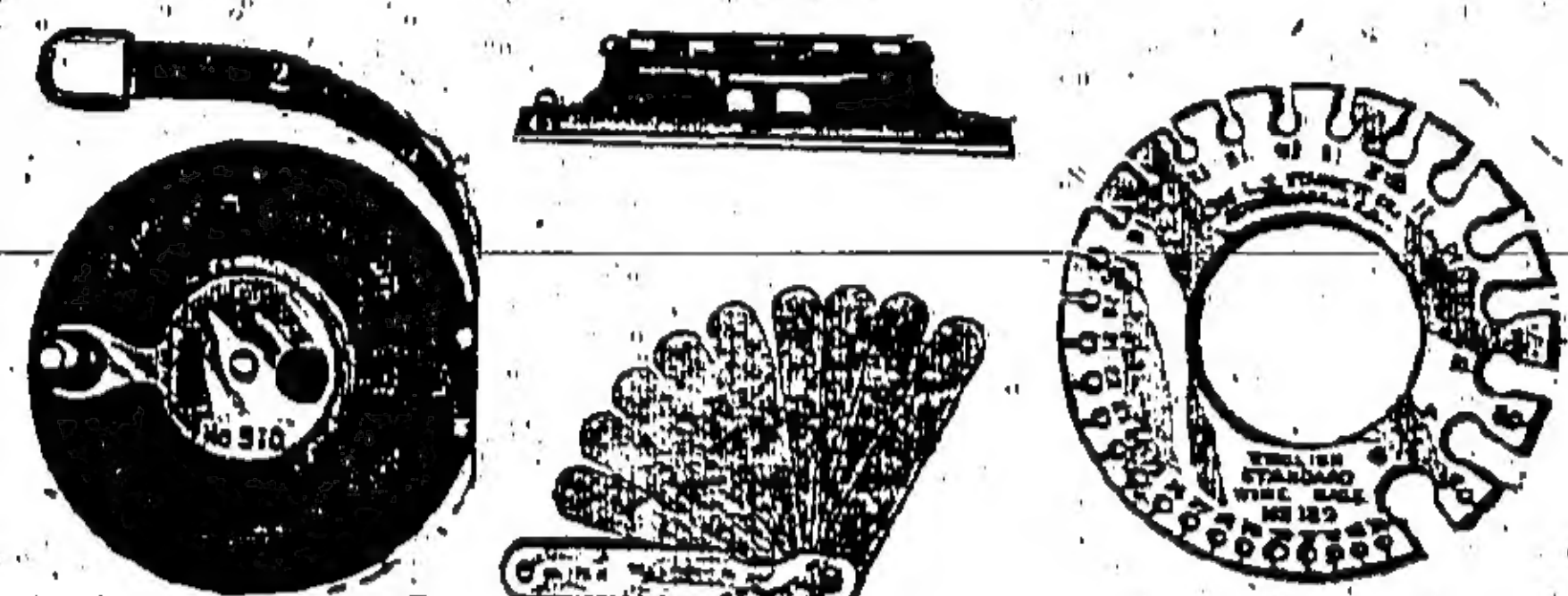
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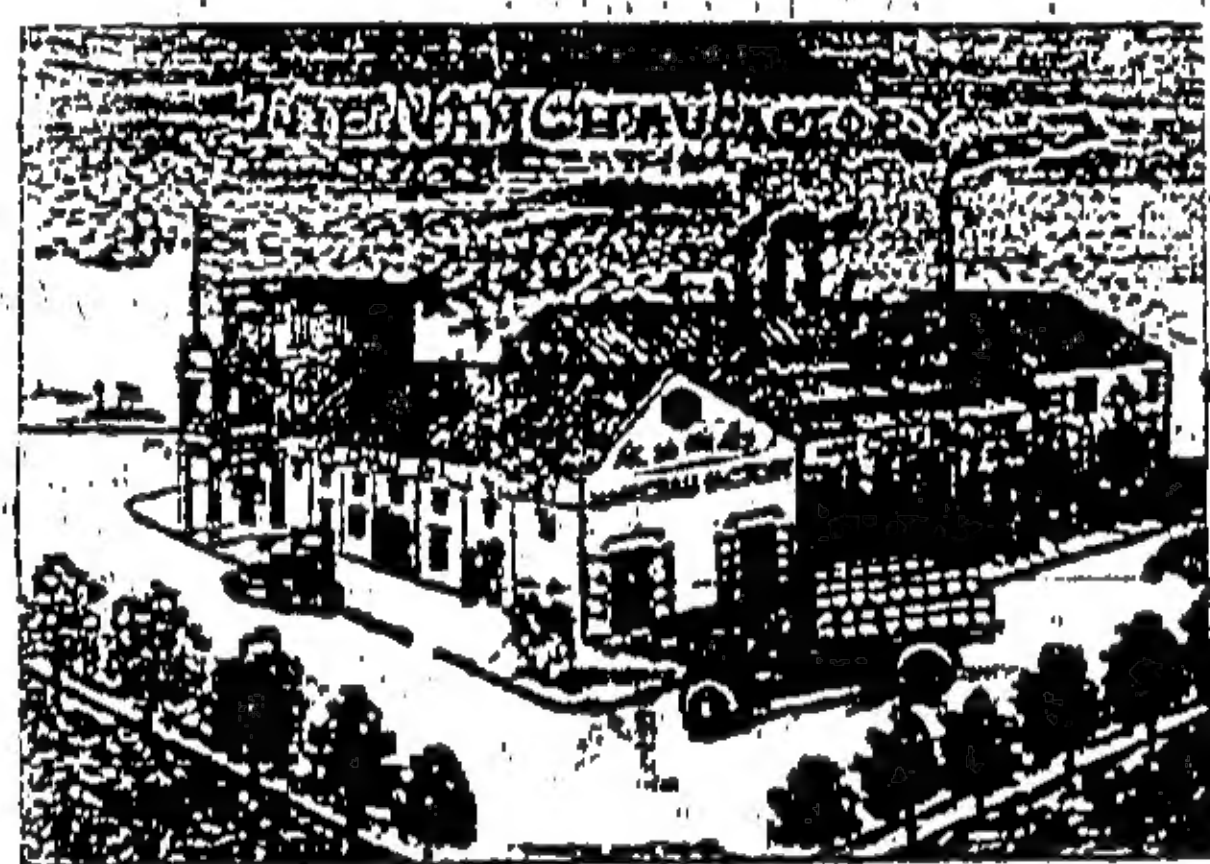
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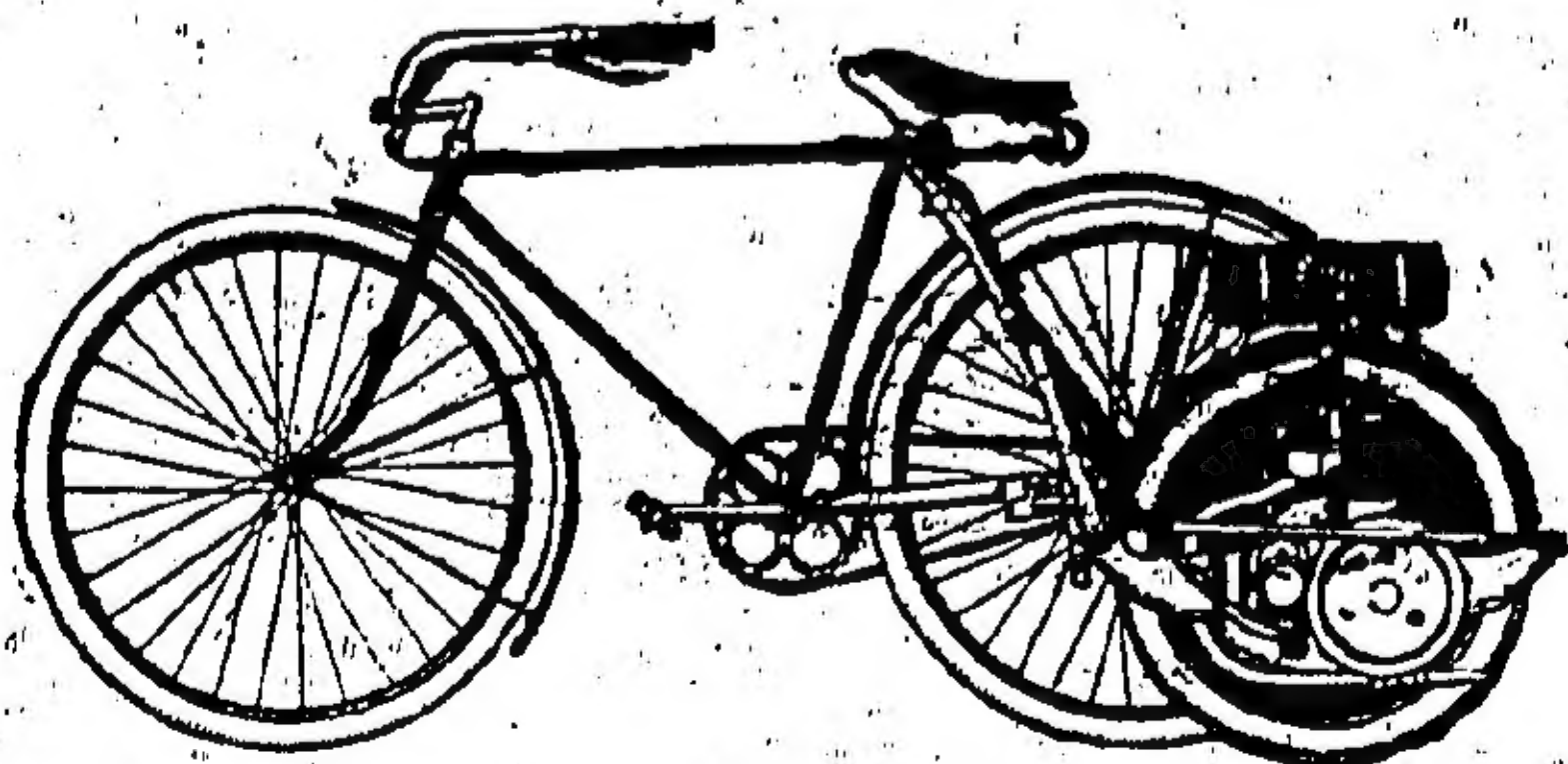
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ADMIRALTY GUESTS AT SOUTHEND.

VISIT TO THE FLEET.

A MOTOR-BOAT ATTACK.

ON BOARD R.M.S. BALMORAL CASTLE,
TILBURY, July 21st.

Describing a visit to the fleet at Southend on July 21st, by invitation of the Admiralty, the special correspondent of *The Times* writes:—

An hour's run took the steamer clear of the river, and from the *Balmoral Castle*, as she turned into Sea Reach, leaving the Medway and the Isle of Grain on the starboard quarter, the first view of the Fleet was obtained. On the right hand was Sheerness, and ahead Southend and the ships we had come to see. In the middle distance, across sunlit waters, numbers of sailing boats and pleasure craft were flitting backwards and forwards around and among the grim forms of the great battleships. Nearer were the low-lying submarines, grouped with their attendant vessels, and still farther, almost lost in the mist, the outlines of more and more ships could be seen against the green background of the shores of Essex. The drifting clouds made swift changes of colour amid the mass of shipping, and, as the whole force gradually emerged, it presented a superb and animated spectacle in the bright sunlight.

PRELUDE IN ADMIRALTY.

For the moment the prevailing impression was one of delight and pleasure at the beauty of the spectacle, and admiration for the magnificent fighting force present, representative as it was of the British Navy, and with every unit in it that had shared the perils and labours of the war. Here was an opportunity to obtain a definite idea of the material strength and grandeur of the power which had protected the Empire. No Briton could look upon such a Fleet without feelings of pride and exultation.

Then as the *Balmoral Castle* forged ahead individual ships and their characteristics could be distinguished. The first to be discerned was the *Pearl*, a light cruiser of a type used as repeating ships at the battle of Jutland. She now serves as parent ship of the First Submarine Flotilla, which, with three other flotillas, were moored around the Leigh Middle Shoal. The types represented in these flotillas were the *E*, *H*, and *K* boats, and they ably illustrated the progress made in British submarine construction during the war. The *E* class were small and low-lying when seen alongside the much larger *H* type, in which the remarkable speed of 21 knots had been attained. Very curious and strange craft are the latter, for their funnels and high bows give them a broken-back appearance. To the eye the difference between the *E*'s and *H*'s was not so apparent. The *H* boats, it may be remembered, were built in Canada during the war, and although not of large size proved their sea-going capacity in the Transatlantic voyage.

As we passed away from the long grim shapes of the submarines, keeping to seaward of the Fleet, the destroyers were the next to engage attention. "Had there been older vessels present with which to contrast these, the development in them would have been more manifest. They were of the later *S* and *V* types, produced during hostilities, and very workmanlike did they appear. Prominent on their hulls were displayed their pennant numbers, such as *G.72*. An inkling of the advance which has been made in torpedo craft construction was given by the appearance at this time of an old type torpedo-boat, which was probably in use as a post vessel in the Fleet, and which, as she passed one of the destroyers, looked as if she might have been hoisted on board with the greatest ease, with ample space to spare for more like her.

BOY CORNWELL'S SHIP.

Then naturally there were both destroyers and flotilla leaders and light cruisers, the former of the class of the famous *Broke* and *Bulfinch* and the latter giving a fair idea of the *Chester*, the ship connected with the memorable deed of heroism of Boy Cornwell. The beauty of their lines and their look of speed and strength, were much admired.

Now a closer acquaintance was made with the long line of battleships, moored with mathematical precision, and the visitor was able to note the characteristics of each type, as the *Balmoral Castle* passed the various ships. First of all, however, there was the uncouth shape of the *Furious*, looking very unlike a man of war, with her long, curious deck platform for the use of the aeroplanes which she carries. It was odd how these huge superstructures took off the effect of the great length of this vessel. It was expected that from her a seaplane would be launched, but the conditions, owing to the way in which the ship had swung on the flood tide, with the wind blowing on astern, made this impracticable.

Next in the line, the *Queen Elizabeth*, flying the flag of Admiral Sir Charles Madden, Commander-in-Chief, was an object of much interest. She appeared to be very gay, and from the manner in which her stern was draped with bunting, and from the strains of music heard across the intervening waters, it was concluded that a dance was in progress on board. Next the *Lion* and *Tiger*, looking every inch the fighters they are, were inspected, and the palm for being the most handsome ship in the Fleet was easily awarded to the latter. To say that all the ships were in splendid order, as merely to say that they were British men-of-war in commission.

A MOTOR-BOAT ATTACK.

It was now nearly 2 o'clock, and as the *Balmoral Castle* was opposite, the *Tiger* an interesting and instructive naval demonstration was given by those entirely novel weapons of war the coastal motor-boats, or "C.M.B.'s." This was arranged by Captain Wilfred French, C.M.B., R.N., senior officer of the new base at Sheerness. Among the miscellaneous auxiliary craft built for the Navy during the war none was more remarkable than the coastal motor-boat. It was a development of the racing motor-boats, and after some experiments with a trial boat in 1916 it was proved that one of these little craft, moving at a speed of 30 knots, could fire a torpedo, and 12 were ordered from the Thornycroft firm. By the end of the year, the boats were being used against the Hun. The torpedo is discharged tail first over the stern, the C.M.B. using her high speed and manoeuvring powers to steer clear of its track.

The first boats only carried a crew of two, but larger boats, like those which came from Sheerness to-day, carry five, two officers, two mechanics, and a wireless torpedo operator. In the demonstration, two 55ft. boats were employed. The first intimation the spectators had of their presence was a tremendous hoisting noise, and then they were seen rushing at great speed towards the liner, rather on the water than through it. The bows of the boat were well up in the air and the sterns deep down in spray. All the time their engines made a terrific noise, comparable to the roar and rattle of an aeroplane. When about 400 to 500 yards from the ship they fired a Very light to represent the discharge of a torpedo, and then swiftly swerving on to another course they gave an exhibition of their manoeuvring powers and the skill with which they were handled. A most exciting and thrilling spectacle.

Somewhat later, a second demonstration was given with several larger boats, 70ft. long, and fitted for laying mines. These boats made an attack under cover of a smoke-screen, which they emitted by placing smoke-boxes on the surface of the water. The speed they attained was fully 30 knots, and to see them, scouting and skimming on the water was a marvel. These motor-boats of the Fleet not only played a conspicuous part in the Zeebrugge and Ostend operations, but also, carried to sea at the davits of a cruiser, performed certain duties on the German coast with conspicuous success. They are constructed with great care, and are said to have scored a greater proportion of hits relatively to the number of attacks made than any other craft in the war.

Turning once more to the battleships, it was noticed that the *Barham*, *Valiant*, and *Tajana*, next in the line to the *Tiger*, had all had an aeroplane on a platform over the higher of their two fore-batteries. In common with other battleships, the life-saving raft known as the "Cable Boat," which was prominently displayed on the side of one of the heavy gun turrets, attracted much attention in these ships, owing to the frequent references to the use of such an appliance during the war. In the next class of battleship, represented by the *Revenge*, *Royal Oak*, and *Royal Sovereign*, a salient feature pointed out by the naval officers on board the *Balmoral Castle* was the underwater bulge or "blister," the top of which was plainly visible above the surface of the waves. The utility of this means of defence against torpedo attack, the invention of Sir Eustace d'Eyncourt, Director of Naval Construction was demonstrated on more than one occasion during the war. The remaining ships of the line were of the *King George V* type, commissioned before the war, and now forming the Home Fleet under Vice-Admiral Sir Henry Oliver.

FIGHTING ORGANISMS.

More impressive displays of warships there may have been at Spithead, but none of greater interest than that presented to-day by this assembly of battle-tried vessels, forming a wall of floating steel, with its fringe of wicked-looking torpedo craft. No out-worn obsolete craft were here, but every ship was a real fighting organism, perfected under severe stress and strain of war. It was shortly after 2 o'clock when the *Balmoral Castle*, with her freight of visitors, was turned round, and steamed back up the waterway to the left of the anchored ships. As on the outward journey, there were many objects of interest apart from the Fleet to attract attention. The hospital ship *Agadir* added a picturesque touch to the general aspect, and a paddle mine-sweeper was also present. Oddly enough, in close proximity the masts of a sunken ship gave every one a grim reminder of the menace of the murderous machines which it was her business to remove.

Such an exhibition as had been presented, however, fosters confidence, and as one gazed on the spectacle, and all it calls to mind, one did not know which to admire most, the skill and ingenuity of the officers, the endurance and loyalty of the men, or the resourcefulness and endeavour of the designers and constructors. From remarks made by the visitors on the way home, they appear to have been entirely delighted with the arrangements made for their convenience and pleasure. It would indeed be ungracious not to give a word of praise to the officials of the Union-Castle Company for all the attention shown on board, and to the naval officers who so courteously acted as guides and willingly supplied every information in their power. Altogether a memorable day—everything admirably done, as is the way of the Navy.

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TJITAROEM	JAVA	10th Sept.	10th Sept.	SHANGHAI
TJIMANOEK	JAVA	12th Sept.	12th Sept.	JAPAN
TJIBODAS	JAVA	15th Sept.	15th Sept.	JAPAN
TJILWONG	JAVA	18th Sept.	18th Sept.	JAPAN
TJILATAP	JAPAN	28th Sept.	30th Sept.	JAVA

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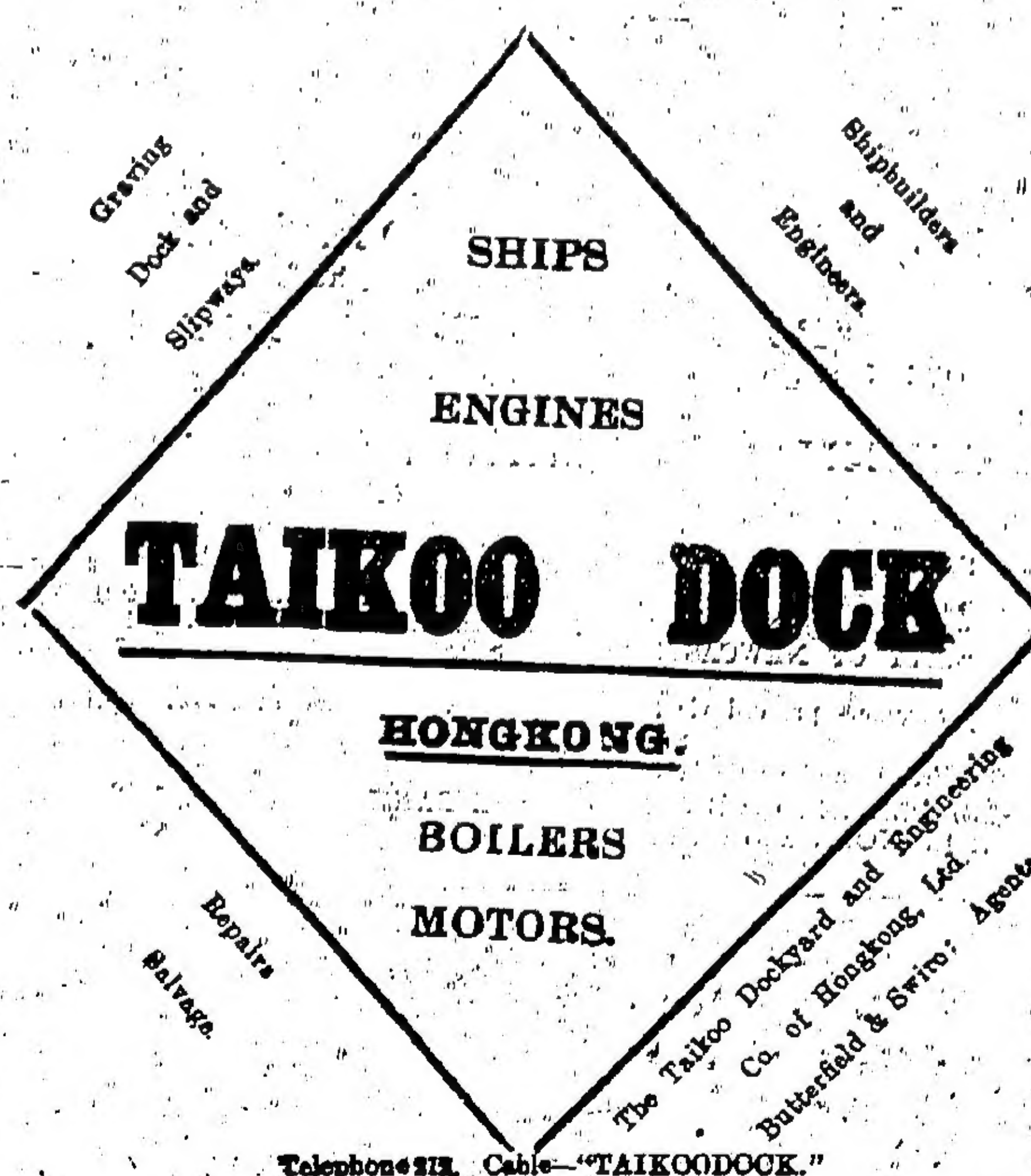
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SHIPPING NEWS

ARRIVALS

September 8th.

Hoten Maru, Japanese str., 960 tons, Capt. Ijichi, from Keelung, with a cargo of coal. - O. S. K.

Shuncheung, Chinese str., 23 tons, Capt. A. Cordova, from K. O. Wan and Mauc, with a general cargo. - Wo Hing & Co.

Tonghai, Chinese str., 388 tons, Capt. Yamamoto, from Weihaiwei, with a general cargo. - Chinese.

September 9th.

Bourmes, British str., 207 tons, Capt. A. McCordale, from Singapore, with a general cargo.

Burma Maru, Japanese str., 2,892 tons, Capt. Inui, from Yokohama and Moji, with a general cargo. - O. S. K.

Hsinchun, Chinese str., 1,255 tons, Capt. W. R. Wallace, from Tientsin, with a general cargo. - C. M. S. N. Co.

Kam Fing Fat, Chinese str., 410 tons, Capt. Noronha, from Canton. - Tung Chong.

Kwong Sing, British str., 2,283 tons, Capt. Woodgett, from Shanghai, with a general cargo. - J. M. & Co.

Siam, French str., 342 tons, Capt. Bertin, from Haiphong, with a general cargo. - Lapetite.

Sushu Maru, Japanese str., 1,000 tons, Capt. Inoue, from Canton, with a general cargo. - O. S. K.

Sui Sang, British str., 1,776 tons, Capt. A. Fraser, from Saigon, with a cargo of rice. - Wo Fat Shing.

Siam, Dutch str., 575 tons, Capt. Koning, from Amst. - A. P. & Co.

Sun Tai, Portuguese str., 1,145 tons, Capt. H. Carneiro, from Saigon, with a cargo of rice. - Chap Cheong.

Tanai, British str., 1,350 tons, Capt. A. J. Scott, from Canton, with a general cargo. - B. & S.

SHIPPING MOVEMENTS

The T.K.K. *Sei Tokun Maru* arrived at Yokohama on September 8th, and sailed on September 7th for Honolulu and San Francisco.

The R.M.S. *Empress of Russia* left Nagasaki on September 8th, and was due at Kobe last night.

The R.M.S. *Empress of Asia* left Vancouver for Hongkong, via Japan ports, Shanghai and Manila, on September 14th, and is due here on or about September 25th.

NOTICE TO MARINERS

A *Caution* notice states that a derelict junk was reported as being in late 1862, 18th N. Long 114deg 30ft. E. on August 30th, forming a danger to navigation.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
"CHANGSHA"	13th Sept.	18th Sept.

* via Saigon, omitting Manila.

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Sailings from Hongkong.

"TEENKAI" ... via Panama ... 30th Sept.

"EURYMEDON" ... via Panama ... 11th Oct.

"CITY OF NEWCASTLE" ... via Suez ... 7th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

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"OLEN" ... About Oct. 14th.

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"SEATTLE SPIRIT" ... About Oct. 25th.

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"COAXET" ... About Oct. 6th.

"WABAN" ... About Oct. 11th.

"WEST MUNHAM" ... About Nov. 16th.

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"ITOLA"	1st Oct.	30th Sept.

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"KHIVA"	29th Sept.	Due Yokohama about
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"CARMARTHENSHIRE"	7th Oct.	LONDON & ROTTERDAM
"GLENADE"	15th Oct.	GENOA & LONDON
		LONDON & ANTWERP

Vessel	Leaves Hongkong	Discharges
"GLENIFFER"	21st September	LONDON
"CARNARVONSHIRE"	19th October	LONDON & ROTTERDAM
"CARDIGANSHIRE"	9th November	GENOA & LONDON
"CARMARTHENSHIRE"	8th November	LONDON & ANTWERP

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[17]

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SHANGHAI ... "WOSANG" ... Sat. 13th Sept. 11th.	
SHANGHAI via NINGPO ... "KWONGSANG" ... Sat. 14th Sept. 11th.	
KOBE ... "CHAKSANG" ... Wed. 17th Sept. 5 p.m.	
MANILA ... "LOONGSANG" ... Fri. 18th Sept. 5 p.m.	

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From Hongkong to Vancouver

STEAMER

Empress of Asia ... Oct. 2 ... Oct. 20

Monteagle ... Oct. 19 ... Nov. 12

Empress of Japan ... Oct. 15 ... Nov. 5

Empress of Russia ... Oct. 30 ... Nov. 17

Empress of Asia ... Nov. 27 ... Dec. 15

Empress of Japan ... Dec. 10 ... Dec. 31

Monteagle ... Jan. 1 ... Jan. 25

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EMPRESS OF RUSSIA ... 16,850 Tons Reg. ... Gold 6,000 Tons Reg. ... Gold 6,436

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to NERBA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to NERBA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(WILSON & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
or to Messrs & Co., Canton. General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SHANGHAI and TSINGTAO	"YINGCHOW"	On 10th Sept. 4 P.M.
SWATOW & SINGAPORE	"CHINHUA"	On 11th Sept. 11 A.M.
SWATOW and BANGKOK	"CHANGCHOW"	On 11th Sept. 3 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Amplest. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

"QUINERBAUG" Capt. J. Medina ... FRIDAY, 11th Sept. at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"EQUADOR," "VENEZUELA" AND "COLOMBIA,"
HONGKONG TO SAN FRANCISCO,
via SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.
THE SUNSHINE BELT.
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

SAILINGS FROM HONGKONG at Noon.

S.S. "VENEZUELA"	Sept. 10th, 1919.
S.S. "EQUADOR"	Oct. 8th, 1919.
S.S. "COLOMBIA"	Nov. 5th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berth only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the Cuisine, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, LTD.

For further information rates, literature, schedules, etc., apply to

Telephone 41 COMPANY'S OFFICE in Alexander Building, Chater Road.

P. & O. - BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORYTON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR MARSEILLES AND LONDON.

Steamer	Leave H'KONG about	Due at MARSEILLES about	Due at LONDON about
NAGOYA	11th Sept. 11 A.M.	15th Oct.	24th Oct.
KHIVA	23rd October	25th Nov.	4th Dec.
NOVARA	9th Nov.	11th Dec.	20th Dec.

BOMBAY via STRAITS & COLOMBO.

Steamer	Leave HONGKONG about	Due BOMBAY about
DILWARA	7th Oct.	25th Oct.

FOR CALCUTTA via STRAITS & RANGOON.

Steamer	Leave HONGKONG about	Due CALCUTTA about
ARRATON APCAR	10th Sept. 8 A.M.	30th Sept.
ITOLA	1st Oct.	26th Oct.

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave HONGKONG about	Due YOKOHAMA about
KHIVA	26th Sept.	9th Oct.

Tickets Interchangeable.
P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.
1st Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOWLING, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Keelung, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (omitting Manila)	Friday, 19th Sept. at 11 A.M.
KATORI MARU (omitting Keelung)	Tuesday, 14th Oct. at 11 A.M.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

IYO MARU	Friday, 19th Sept. at Noon.
ATSUTA MARU	Friday, 3rd Oct. at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU	Wednesday, 24th Sept. at 11 A.M.
NIKKO MARU	Wednesday, 2nd Oct. at 11 A.M.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

KOSOKU MARU	Wednesday, 10th September.
HWAH-WU	Middle of September.

CALCUTTA & RANGOON via Singapore & Penang.

YETOROFU MARU	Monday, 15th Sept.
TSURUGA MARU	Tuesday, 20th Sept.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU	Sunday, 21st Sept. at 11 A.M.
AKI MARU	Saturday, 19th Oct. at 11 A.M.

SHANGHAI, KOBE & YOKOHAMA.

KAGA MARU	Thursday, 18th Sept. at 11 A.M.
YOKOHAMA MARU	Thursday, 2nd Oct. at 11 A.M.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc.)

WAKASA MARU (London, Antwerp & Rotterdam)	End of September.
TSUYAMA MARU (Marseilles & Liverpool)	Thursday, 2nd Oct.

DELAGOA MARU (London, Antwerp & Rotterdam)	Middle of October.
TOYOOKA MARU (Marseilles & Liverpool)	End of October.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293

S. YASUDA, Manager.

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons	Leave Hongkong
KOREA MARU	20,000	Sept. 10th.
NIPPON MARU	11,000	Sept. 25th.
TSUNO MARU	22,000	Oct. 2nd.
SHINRYU MARU	20,000	Oct. 11th. (from Yokohama)
SHINYO MARU	22,000	Oct. 25th.

+ omitting call at Shanghai

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, U.S.A. PANAMA, SALVADOR, CRUZ, BAILEIA, CALLAO, LIMA, and IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

Steamer	Tons	Leave Hongkong
ANYO MARU	15,500	Sept. 10th.
SHINYO MARU	14,000	Nov. 4th.
KIYO MARU	17,300	Jan. 9th, 1920.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.
Passengers may travel by Rail between Ports of Call in Japan free of charge.
For full information as to rates, sailing, etc., apply to—

Telephone 2274 and 2275.

T. DAIGO, Manager,
King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"PAUL LECOQ"	On or about 22nd Sept.
	"SPEINT"	On or about 4th Oct.

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DUBOUL, SUEZ, PORT SAID	"PORTROS"	On or about 30th Sept.
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURNET,
Acting Agent,
Queen's Building.

Telephone 740.

O. S. K.
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.
"ALTAI MARU" ... Friday, 15th September.
"ALASKA MARU" ... Friday, 29th September.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.
"TACOMA MARU" ... Friday, 15th September.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"BURMA MARU"	Wednesday, 10th September.
"SIAM MARU"	Wednesday, 24th September.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.

"UNNAN MARU"	Wednesday, 1st October.
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SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N.Z. and ADELAIDE.

"LUZON MARU"	Beginning October
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VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago, Milwaukee & St. Paul Railway.

"MAYIA MARU"	Wednesday, 15th September.
"CHICAGO MARU"	Tuesday, 30th September.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokosuka.

"INDUS MARU"	Monday, 29th September.
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KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

For TAKAO via SWATOW and AMOY.

"BOSHU MARU"	Thursday, 11th Sept. at 9 A.M.
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For KEELUNG via SWATOW and AMOY.

For sailing dates and further particulars please apply to—

Y. YASUDA,
Manager,
Tel. No. 744 and 745. No. 1, Queen's Building.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons, 10,500 tons, 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING"	Nov. 1st.
"CHINA"	Sept. 11th.
"NILE"	Oct. 1st.

[An unsurpassed high-class passenger service.]

O. H. RITTER, Freight and Passenger Agent,
100 House Street. Tel. 1943.

